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WEEKLY BULLETIN

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Volume 18

DETROIT, MICHIGAN APRIL 4, 1944

No. 14

DISTINGUISHED GUESTS AT DETROIT CHAPTER, A.I.A. MEETING

Hear Kincaid and Raftery, on Chicago Plan

One hundred and fifty members and guests attended the dinner meeting of the Detroit Chapter of The American Institute of Architects at the Rackham Memorial Building, Wednesday evening, March 22. The feature of this important event was a "show" put on by Mr. H. Evert Kincaid, director of the Chicago Plan Commission and Mr. John Howard Raftery, in charge of Chicago's Master Plan Division. A show it was, for it contained all of the elements of variety, interest and drama.

Greeting the attendant as he entered the second floor corridor was an exhibition of maps, drawings and photographs, depicting Chicago's planning problems and what is being done about them. The lecture itself was accompanied by colored Kodachrome slides, the subject matter and manner of delivery—Superb!

Moving rapidly, following dinner, President William Edward Kapp, re-



Mr. Kapp

ported briefly on actions taken at the afternoon board meeting, stating that total membership has reached 355, the second largest in the country. He introduced distinguished guests as follows: D. V. Addy, City Budget Director; E. A. Baumgarth, Real Estate Editor, The Detroit News; George F. Emery, City Planner-Secretary, Detroit City Plan Commission; Arthur B. Foster, Department of Parks and Recreation; Branson V. Gamber, A.I.A., member Detroit City Plan Commission; H. P. Holmes, Detroit Real Estate Board; Mrs. Harriet D. Kelly, President, Detroit Housing Commission; Dr. Robert W. Kelso, President, Citizens' Housing and Planning Council of Detroit; H. Evert Kincaid, Director, Chicago Plan Commission; Edward Knight, member Detroit City Plan Com-

mission; Edward Kuhlman, Builders' Association of Metropolitan Detroit; Edward H. Laird, President, Detroit Chapter, American Society of Landscape Architects; Adrian N. Langius, Acting Director, Michigan State Planning Commission; Charles B. McGrew, A.I.A., architect for Detroit Housing Commission; J. C. Mead, Wayne County Road Commission; Mr. Orendorf, F.H.A.; John Howard Raftery, A.I.A., Director, Master Plan Division, Chicago Plan Commission; Mr. Reader, Federal Public Housing Administration; Glenn C. Richards, Commissioner, Detroit Department of Public Works; William F. Seeley, President, Builders' and Traders' Exchange; Milton C. Seelander, member, Detroit City Plan Commission; Ed Thal, Secretary and Business Manager, Detroit Building and Construction Trades Council, A.F.L., and member, Detroit Housing Commission; J. P. Thompson and party of eight architects, from Windsor, Ontario, Canada; E. M. Walker, member, Detroit City Plan Commission.

On President Kapp's request Clair

May I say that I follow with a great deal of interest the fine job you are doing in the publication of the Michigan Society of Architects. It is really outstanding, and not only I but the other members of the firm look forward to reading it. Keep up the good work.
—Ralph Walker.

W. Ditchy introduced Mr. Raftery, who characterized himself, in his former connection with Federal Housing, as one of the so and sos who came around about 5:00 p. m. and said the job had to be done all over, at one-half the cost, within one week. He paid high tribute to the architects in this area who had



Mr. Raftery been engaged on Government housing programs, saying that they had brought a fund of knowledge, training and experience to the problems, which were reflected in their work. On the subject of politics in city planning he said, "We welcome it, because politics means the people get what they want."

President Kapp, apropos of city planning, interjected a story of the design for a post war stove that had everything—that is until a lady director asked, "Will it bake?" He called on George Emery to introduce the principal speaker of the evening. Mr. Emery reviewed Mr. Kincaid's career and stated that we were indeed fortunate in having him here to compare notes. Particularly was it encouraging, he said, to have so many different groups getting

See CHAPTER—Page 5

William Edward Kapp, president of the Detroit Chapter, A.I.A., has moved his offices from 730 Buhl Building, to 1842 Buhl Building, Detroit, 26. The telephone number remains the same Randolph 5415.

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CHAPTER

(Continued from Page 1)

together to discuss this important problem.

Mr. Kincaid launched into his subject, capturing his listeners' imagination and interest at the very beginning, and never losing it. He stated that the plans of Chicago and Detroit had many things in common, such as being level, with poor drainage, somewhat radial streets, water on one side, etc. Chicago started its city planning the year

after the World's Columbian Exposition, in 1893, he said, when D. H. Burnham encouraged the raising of a fund of \$300,000 for that purpose. In 1909 this resulted in what was probably the finest planning report ever produced.

"The question is now asked, why another?" he said. "This is a good question. The plan has lived and is respected." Later, the speaker said Charles Wacker put into effect education in the schools, by a well written book, that would teach the future citizens the value of planning and how to go to the polls and vote for a bond issue. Consequently, by 1920 great emphasis was placed on public improvements. Zoning came in 1920, contemplating a future population far too great. "We have since lowered our sights, as decentralization is taking its toll," he said. "Chicago in recent years has shown a slight gain but too many areas are not good places to live. People are going to the suburbs in droves. The problem is to create better neighborhoods. We must create interest in politics. Our people must be aroused. In Chicago there are 50 aldermen, each a little mayor in his ward. We must depend upon them to sell planning to their constituents.

"City Planning is an urban laboratory and requires that we put every piece of urban planning under the microscope. Some raise the question as to whether cities should survive. We as city planners are employed to see that they do. The architect can benefit himself and his community by taking an active part. He should take his problems to his city plan commission, whether they be for an individual building that should fit into its surroundings or the site plan for a large development. Representatives of industry have done so to their advantage."

Mr. Kincaid's slides began with Chicago's water front in 1865, when about all that was expected was that if the Illinois Central tracks were located there it would keep the land from washing into the lake. Pictures of the new lake front indicated a great deal more had been accomplished. But back of this magnificence there are still slums. D. H. Burnham conceived a great monumental treatment, much of

which has come about. Chicago planners went to Paris and conceived today's Michigan Avenue. Market Street became Wacker Drive.

Mr. Kapp's response was a statement that we should now appreciate what George Emery is doing. The meeting was open to questioners.

To Burford Pickens' question of what cooperation he was receiving from the architects of Chicago, Mr. Kincaid stated that they had been most helpful in working on a volunteer basis. However, he stated that a movement was now under way, whereby the Commission would be able to pay them.

Branson Gamber said it was the finest talk on City Planning he had ever heard, asking what plans were contemplated for financing post war projects. To this Mr. Kincaid indicated that there were portions of certain existing taxes that could be used, though they were small in comparison. He said that considerable attention was being given to self-liquidating projects that could be accomplished by bonds, without increasing the city's indebtedness. Mr. Kapp raised the question of some city departments not being coordinated, to which Mr. Kincaid replied that this was also true of private interests, all of which are problems for city plan commissions.

Dr. Kelso asked if Chicago had any group similar to the Citizen's Housing and Planning Council of Detroit. Mr. Kincaid said they had a City Planning Advisory Board.

Much was gained in an informal gathering after the meeting, discussing results that might be expected. They are: Some day the idea is going to catch the imagination of an influential group in Detroit and they are going to say, "What the hell, let's do it!" And they will take an area and clear it, to show what can be done—an example to others. So be it.

FRIENDS FROM CANADA

Dear Mr. Hughes:

The members of the Windsor Chapter, Ontario Association of Architects, who attended the recent meeting at the Rackham Memorial Building have asked me to write you and express more fully how much we all appreciated our visit with you.

It was indeed a pleasure to meet again so many of the old members we had not seen for quite a long time. It was for all of us our first visit to the Rackham Building, which alone was worth the trip, but to be made so welcome by your chapter, and to have the opportunity of listening to the extremely interesting lecture by Mr. Kincaid, made it all an evening to be remembered.

It is our sincere wish to mingle with you more often and also to stage some sort of a return visit to Windsor to show our appreciation and our happiness in being able to associate with your members and to gain such useful information.

Yours very truly,
WINDSOR CHAPTER, O.A.A.
J. P. Thomson, Secretary.

FROM FORMER MEMBER
OF STAFF, DETROIT F.H.A.

Ken Plank Arrives Over Seas

Saturday, Feb. 26th.

Dear Gang and Mr. Foley:

I have arrived in — — safe and sound. The trip over was swell except for the first 36 hours when I had an attack of the "mal de mere." The worst thing about being seasick is that you are afraid that you will live. To look back on it, the incident seems funny. When we crossed the equator, I got a padding and a paint job, and a hair cut. The evidence of the haircut still remains. In fact it will take months for it to get back to a pulling length.

— — is much nicer than I thought it would be. I have experienced much warmer weather in Detroit than I have here even now that it is in mid-summer. The nights are very nice for sleeping.

The natives are colored and it is a fashion with the male population to treat their black hair so that it turns red. Some have never had a pair of shoes on and now they never could. Their feet remind one of a duck. A real picture is one of these natives with a red top, no shoes, shorts, and a shirt with U. S. Navy across the front.

There is a big demand for housing here. I think that the U. S. coming in here will have a good effect upon them. They will surely make use of the stuff that we leave behind when we leave. I think that there is a big possibility for future development.

The worst situation here is the absence of women. The only women from home are a few Army Nurses, but not enough to go around. As it is practically impossible to talk with a woman—so we talk about them. If any of you gals would like a few days—come on out. I could assure any one a full schedule. Here it is Saturday night, and I shall end up by going to a movie with a thousand other sailors.

We live a rather rugged life here. Gone is all the gold braid and neckties. The shoes that we wear are really toughies. I think that one could walk through fire or water and never feel anything. Before I left the States I was issued enough gear so that I could go right out in the jungle out here. I am having a little trouble with my .45. The first time that I ever shot one was coming over on the boat. It carries a wicked slug, but I hope that my life never depends upon it. However, I could give a guy a nasty bash over the head with it.

If any of you have the time, I would appreciate hearing from you. Mail is very precious here. The biggest event of the day is mail call.

Best regards to all.

KEN.

Lt. Kenneth R. Plank, USNR.
Cmdr. 3rd Fleet,
c/o Fleet P. O.,
San Francisco, Calif.

"Or Equal" to Go

Architects and building materials makers collaborate in eliminating a troublesome clause from specifications.

From Business Week

Joint meetings now being arranged in some 20 cities by local chapters of the American Institute of Architects and the Producers Council, national organization of manufacturers of building materials and equipment, will promote immediate practical application of the council's plan to eliminate the trouble-breeding "or equal" clause from construction specifications.

Quality at Minimum Cost—Bane of the architect, engineer, general contractor, and subcontractor, the "or equal" clause had its genesis in the laudable attempt to obtain specified quality for the owner at minimum cost. A named product in the contract proposal was followed by the "or equal" phrase to permit bidders to submit the lowest obtainable prices, based either on the named product or on another of equivalent quality.

Because what constituted an equivalent product frequently was subject to debate, a high-quality product often had to compete in price with one of inferior quality. When the "equal" product was in the borderline zone of debatable quality, the opinions of the architect and contractor clashed. One of them had to concede to the other, with resulting money loss to the contractor or with possible quality sacrifice on the part of the owner.

RUBE FRODIN

Rube Frodin, 54, of Chicago, hotel and theater architect, died on Feb. 11. His office in recent months had been at 309 W. Jackson blvd. Earlier he was associated as a supervising architect with H. L. Stevens. Associates said he probably had supervised the construction of more hotels than any other architect in the country.

A native of Chicago, Mr. Frodin was graduated from the Armour Institute of Technology in 1911. His widow, Margaret, one son and one daughter survive.

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M.S.A. BOARD PLANS ANNUAL MEETING

Fred Keck to Speak—Producers to Hold Meeting on Dimensional Coordination

The Board of Directors of the Michigan Society of Architects, meeting in the Rackham Building in Detroit on March 22, furthered plans for the Society's Thirtieth Annual Meeting, to be held in Detroit on April 19.

President John C. Thornton announced that, in addition to the one-day conference previously arranged, the Producers' Council of Michigan would conduct a meeting on Dimensional Co-ordination in the small auditorium of The Detroit Institute of Arts on the evening of April 18. This subject is one which is almost upon us, and it behooves architects to learn more about it. The gigantic post-war program now being planned for New York City is making use of this new procedure. The new modular system is co-sponsored by The American Institute of Architects and the Producers' Council, Inc. The Producers of

Michigan are now negotiating for a national authority to speak on the subject.

As previously announced, William Stanley Parker, F.A.I.A., of Boston, will be the feature at the annual dinner on the evening of April 19. He will speak on "Postwar Problems."

An additional attraction, and by no means the least in importance, will be a talk, at the afternoon session, by George Fred Keck, architect, of Chicago. Mr. Keck, who has gained a national reputation, will speak on the Solar House, of which he is a well-known exponent. His work has embodied the most advanced thought, a contemporary approach to planning.

This series of meetings is one that architects can ill afford to miss, so plan now to be in Detroit on the evening of April 18 and the day and evening of April 19.

STATE PLANNING LETTER

Adrian N. Langius, A.I.A., acting director of the Michigan Planning Commission, has been issuing a weekly "Planning Letter" informing local governing bodies concerning recently enacted legislation providing funds for planning. One of the early letters states:

"Legislation enacted at the recent extraordinary session of the Legislature, made five million dollars available to counties, townships, school districts, cities, villages and county road commissions to provide funds to cover one-half the cost of preparing surveys, plans and specifications, from which public works may be constructed during the postwar period of industrial dislocation and unemployment. The Michigan Planning Commission is preparing the necessary application forms and regulations for disbursement under this act. The procedures and forms will be as simple and brief as possible. A supply will soon be sent to each of the governing bodies."

To better plan for this construction and to assist those interested in the problems of their local communities to better appreciate the fundamental principles and scope of a sound planning program, a list of publications is suggested by the Commission. All are either inexpensive or are available at local libraries. It is expected that this list will be supplemented from time to time. The publications listed have to do with community and county planning problems and procedures and techniques to develop a community planning program.

The current issue of the Planning Letter states:

"For the past few months the Michigan Planning Commission has been carrying forward a program to encourage municipalities to organize local planning agencies. Much progress is being made in this activity as indicated by reports showing that planning agencies have been established in 60 counties, 3 townships, 61 cities and 2 metropolitan areas. Undoubtedly there are many more of which we have no record and the existence and membership of those unrecorded planning agencies should be reported to this Commission so that local and state activities may be correlated to produce a complete program. We are aware of the interest and hard work of citizens and officials who have become concerned with the future development of their community, and we plan to report these accomplishments in future planning letters."

In establishing official county and township planning organizations, certain problems have become apparent. These problems are presented in the Letter in question and answer form, based on the Attorney-General's opinions rendered to the Planning Commission.

An inquiry addressed to Adrian N. Langius, acting director, Michigan Planning Commission, State Office Building, Lansing, will bring further information concerning this activity.

ARCHITECT, 72, TURNS TALENTS TO WAR WORK

Designing fuel cell shipping cases is a far cry from planning homes and large buildings, but it is all in a day's work for Willard M. Ellwood, of South Bend, Ind., who at the age of 72 is using his architectural training and experience to speed the delivery of vitally needed bullet-sealing gasoline tanks produced at the Ball-Band plant here, to the fighting fronts.

"Well, I'm not so busy myself," answered Mr. Ellwood in November, 1942, when he was asked whether he knew of anyone who might help out in the fuel cell engineering department at the plant. Since then he has been working an average of more than 40 hours a week in the factory designing fuel cell shipping cases, some requiring as many drawings as a small sized house.

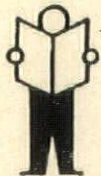
Among the long list of buildings designed by Mr. Ellwood, who has completed several hundred architectural jobs, are the Hotel Hoffman, Robertson Bros. Department Store, Inc., and the Bowl-mor, all in South Bend, the Beiger Furniture store and East End Methodist church in Mishawaka and several schools in northern Indiana.

With a son, Lieut. Comm. Paul Ellwood, chief surgeon on a transport ship and a grandson, Lieut. Charles Ellwood, a navy fighter pilot, both in the Pacific area, the Ellwood family has lived up to its tradition of having men in every war since the family first came to America from Wales about 1700.

Designing fuel cell shipping cases is not as simple as it at first would seem, Mr. Ellwood explains, because of the wide variety in size and shape of the cells. Rubber bullet-sealing gasoline

tanks made at the plant vary in weight from a few pounds to 448 pounds, and in capacity from one gallon to the 790-gallon tanks used in torpedo boats. A complete set of cells for a bomber hold as much gasoline as a railroad tank car.

All require scientifically designed shipping cases to protect the cells in transit to all parts of the world, Ball-Band officials said, because some of the cells are used as replacements in fighter planes damaged in combat. It's up to Mr. Ellwood to see that such important equipment gets to the fighting front on time and in perfect condition.



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Volume 18

DETROIT, MICHIGAN, APRIL 11, 1944

No. 15

plan now to attend

Michigan Society of Architects Thirtieth Annual Meeting Rackham Educational Memorial Building, Detroit

Wednesday, April 19, 1944

Also a Pre-Convention Meeting on the Evening of April 18

For those planning to spend the night in Detroit it is important to make hotel reservations at once. The downtown hotels are sold out. Accommodations at the Wardell Sheraton may be had for a limited number if reservations are made early. Single rooms are \$4 and \$5; double, \$7 and \$8.

Hotel Webster Hall will also be able to accommodate some delegates. Single rooms, with connecting baths, start at \$2; single with private bath, \$3; double, with twin beds and bath, \$4. Webster Hall is one block from the Rackham Building, headquarters of the Annual Meeting; the Wardell is just across the park.

Within a few days cards will be mailed to members, in order that they may make reservations for luncheon and dinner. This is necessary because of the critical situation with regard to food and help. The dining rooms will accommodate as many as 125, and reservations will be honored in the order that they are received, and only up to the capacity of the rooms.

In the last issue of the Weekly Bulletin a resume of the program was given. The Convention Number will be in the hands of members in time for consideration before the Annual Meeting. Balloting for officers and directors will be by mail and election will take place

at the convention. President Thornton has named George M. McConkey (chairman), Aloys Frank Herman and Emil Zillmer as a nominating committee. The Board of the Society has elected Earl W. Pellerin (chairman), Kenneth C. Black and Branson V. Gamber to prepare a second slate.

The two committees have submitted the following:

John C. Thornton, Detroit—President.

Roger Allen, Grand Rapids—1st Vice-President.

Adrian N. Langius, Lansing—2nd Vice-President.

Earl W. Pellerin, Detroit—3rd Vice-President.

L. Robert Blakeslee, Detroit—Secretary.

Lawrence E. Caldwell, Detroit—Treasurer.

Talmage C. Hughes, Detroit—Executive Secretary.

For directors at large, 3 to be elected:

George B. Brigham, Ann Arbor.

Robert B. Frantz, Saginaw.

Branson V. Gamber, Detroit.

Louis C. Kingscott, Kalamazoo.

Frederick C. O'Dell, Ann Arbor.

Malcolm R. Stirton, Detroit.

By-laws provide that other nominations may be made upon submission to the secretary at least five days prior to the annual meeting, a slate complete for all officers and directors, signed by five members in good standing.

See CONVENTION—Page 5

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APRIL 14, 15

Richard Arlen — Jean Parker

"MINESWEEPER"

SATURDAY, 11 P.M.

Ted Lewis "IS EVERYBODY HAPPY"

SUN., MON. AND TUES.

APRIL 16, 17, 18

Errol Flynn — Julie Bishop

"NORTHERN PURSUIT"

Walt Disney's "Fall Out, Fall In"

WED., THURS.

APRIL 19, 20

Jack Haley — Frank Sinatra

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TO. 3-

CONVENTION

(Continued from Page 1)

There will be no registration fee for members or guests. The luncheon and dinner will be at the minimum cost per person. Good speakers are being provided, on subjects of immediate importance to architects, planners and the building industry. Guests will be welcome.

The Producers' Council of Michigan has arranged a most outstanding program, with authoritative speakers, for the evening of April 18. The subject will be Dimensional Coordination; the speaker, Mr. Frederick Heath, Jr., of Owens-Corning Fiber Glass Co., of Toledo, Ohio, a member of the executive committee of the American Standards Association. This meeting, presided over by Wayne Mohr, president of the Producers' Council of Michigan, will be held in the small auditorium of the Detroit Institute of Arts, at 8:00 p.m.

Registration will begin in the Rackham Building at 9:00 a.m. Wednesday morning, the first business session will be at 10:00 a.m. A luncheon will be held at the Wardell Sheraton at 12:30 p.m. Wednesday, followed by an afternoon session, at which Mr. George Fred Keck, architect of Chicago, will speak on the Solar House, in the Small Auditorium, Detroit Institute of Arts.

The Annual Dinner will take place Wednesday evening at the Rackham Building, with Mr. William Stanley Parker, F.A.I.A., of Boston, as speaker. His subject will be Post War Problems. Dress will be informal, ladies and guests welcome. The dinner will be in rooms D, E and F, the lecture in the ESD Auditorium.

All sessions are free and open to the public.

MORE DAY DREAMS

The Ladies' Home Journal has joined the procession of magazines that seem to be carrying on a day dream campaign to mislead and confuse the public about what to expect in a post-war house. In the January issue it illustrates another "house of the future" that is so preposterous that even though it is accompanied by a large picture of Henry Kaiser who seems to endorse it, the public will surely detect its impracticability.

Although intended for the mass market, this structure sprawls over so much ground it would not fit one normal building site in 1,000. The 3-bedroom model has some 1,500 square feet of floor area, two baths, a prefabricated fireplace, also—all for \$4,000!

Will daydreams never cease?

—American Builder.

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OHIO ARCHITECT

(Continued from Page 3)

gets that the layman, in contemplating the result will say "Who done it" and when told will say "I suppose I can find him in the telephone book."

Now, of course, we realize that all of us can't be Wrens and Bullfinches, and, as far as that goes, if we could, there wouldn't be enough nests to go around; but its true also that most of us are noble members of a noble calling whose underlying motive in all our work is to leave things in such shape when we go, that our great-grand-children will point with pride to such of our jobs as haven't been replaced by gas stations . . . Let us therefore, first demand a high standard of competence within our ranks, remembering that every bad job done by an architect is a black eye for the whole profession.

Another contribution which the architect can make towards the welfare of the profession is to drop his momentary attitude of gloom . . . "Yes," we hear the pessimist exclaim, "But the cataclysm is greater than any before." Of course it is, but so is the Nation. The difficulties which the Pilgrim Fathers overcame starting from scratch, we can overcome carrying on with so much that has been given us.

Another way for the architect to help in the present situation is to stop worrying over the fact that builders and engineers are taking our work away from us. They always have taken some phases of construction work in fact away from us, and will probably continue to do so. There will always be a section of the public which cares nothing for aesthetics and is gullible enough to believe a plausibly told story that an architect isn't necessary and that a job doesn't need watching. (For that matter good builders don't need watching, but they do need the architect's help).

..And now, as to question number two, dealing with our relations with the building industry. Here are our views in a very few words. As to the Contractor: First of all we must be sure that we get a good one. Then let us see to it that we give him good documents. After that, all he will need is plenty of friendly supervision. Thus, will we get a good building . . . Relations with the manufacturers, suppliers, and labor should largely be between them and the contractor but, of course, we don't mind dropping in on the architect's samples corporation between jobs and we never, never, let salesmen sit in our outer office all day. Our attitude towards labor is kindly and co-operative. On our very last pre-war job we were working with a woodcarver over a rosette and picked up a chisel to show him the desired amount of relief. Unfortunately, the tool slipped but the carver grasped our idea. The next time we visited the job, the Contractor showed us a new sample and explained that the carver could not be present but had left his message with him: "For God's sake, keep the architect away from the chisel."

SCHOOL BUILDING CODE

Dr. Eugene B. Elliott, Superintendent, Department of Public Instruction, at Lansing, has appointed a committee to formulate a code and manual for school building construction. This committee is important to architects, as it will probably regulate general planning of schools, and approval of such plans, in conformity with the State School Building Law.

Dr. Elliott has appointed a committee of nine, four of whom are architects: Warren S. Holmes, Thomas H. Hewlett, George Schultz and Eberle M. Smith.

MICHIGAN ENGINEERING SOCIETY

64th Annual Convention Grand Rapids, April 13, 14 and 15

What opportunities await the engineer now and in the postwar period? What problems? Exactly what is the position of the Engineer in this history-making, world transition period?

These and other timely questions will be answered when engineers from throughout the State of Michigan gather in Grand Rapids for the 64th Annual Convention of the Michigan Engineering Society, April 13, 14, and 15. Top-notch national leaders in their fields will speak. Save the dates! You'll profit by attending every session!

Dear Tal:

I address you thusly, although I have never had the pleasure of meeting you. Your bombardment of letters, cards and finally the telegram makes me feel so important, and well acquainted with you. You certainly are a persistent cuss.

You may not be aware of it but it is twelve years since I left the field of architecture in such capable hands as yours, in search of more bread and butter than was then available in my chosen field. I have kept up my registration against the day when circumstances would again permit me to practice architecture, but as years pass and I begin to make progress in a new field, the possibility of this seems ever more remote.

I began my new adventures by getting a job as a draftsman in the engineering department of an accounting machine company. After a few years of this I succeeded in getting located with the Shaw-Walker Company in Muskegon, where my penchant for inventing gadgets and my knowledge of design have enabled me to feel fairly secure again.

Of course, we are not manufacturing office furniture now. For the duration we are making ship's furniture and airplane parts, which explains my presence in Buffalo this week. I happen to be the trouble shooter on the airplane work.

Membership in the A.I.A. is a luxury item I'd better not consider in these troubled times, but be assured that I am with you in spirit, and thanks for the compliment. John H. Page

ARCHITECT DISCUSS POST-WAR HOUSE

Mr. George Keck, Chicago architect, will explain his ideas about the post war house at the Detroit Institute of Arts, Tuesday, April 11, at 8:30 p. m. Color slides will illustrate the subject. He is sponsored by the Metropolitan Art Association of Detroit.

Mr. Keck is well known throughout the country for his contributions on house design in current periodicals not only professional journals, as the March number of both *Architectural Forum* and *Record*, but also in the popular magazines as the August, 1943 *Coronet*, February, 1944 *Parents' Magazine* and the *American Magazine* for January, 1944. He was the designer of the famous "House of Tomorrow" at the Century of Progress exhibition in Chicago and the later, equally famous "solar houses" which use the sun as a supplementary means of heating.

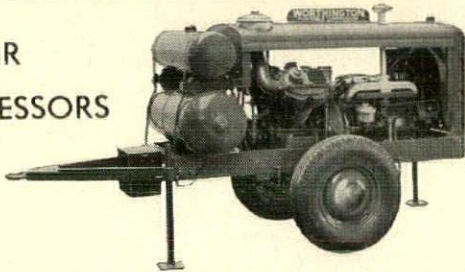


Mr. Keck

In recent months, Mr. Keck has been working on the problems of design for post war manufactured unit house and he plans to discuss the esthetic and practical implication of this new product. He believes that it will be possible to obtain a multitude of different types of houses from manufactured units, and his basic premise is that to be salable, the post war house must be an improvement in comfort and living convenience over pre-war models.

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SOME ARTICLES FROM THE CURRENT ISSUE OF THE OHIO ARCHITECT

Reporting the 10th Annual Meeting of Architects Society of Ohio

"NOW THAT WE HAVE UNIFICATION"

By Alexander C. Robinson III,
Secretary, The American Institute
of Architects.

Your Secretary was gratified and cheered recently to hear the President of the Detroit Chapter, William Kapp, say in a chapter meeting as a matter of routine business "Now that we have unification."

Detroit has Unification in a large way. That was strikingly brought home to the Secretary, on the morning of his visit to Detroit, by the arrival on his desk for signature of twenty-six (26) new Certificates of Membership for the Detroit Chapter alone. Since his return forty-seven (47) additional architects have been certified for corporate membership in that chapter, bringing their total membership for the Detroit group—already the second largest chapter in the country—to well over three hundred.

Regional Director Cellarius gave an excellent talk at this meeting on the Institute, its board, committee and chapters and just how they function to the benefit of the individual corporate member. It was a most educational and valuable presentation for the new members present, and a most timely reminder for all members who need to be periodically brought up to date on Institute procedure. This talk could be repeated to the benefit of many chapters throughout the country, especially in preparation for the convention in Indianapolis.

C. JULIAN OBERWARTH, Consulting Architect, Frankfort, writes:
(Member and Secretary of the Kentucky State Board of Examiners of Architects. Membership Secretary of the American Institute of Architects)

(1) Strive to make himself more proficient in his work; give more careful study to his buildings, especially to plan arrangements, requesting sufficient time for such study from his clients; make more complete drawings and specification; give adequate time to job supervision and accept no work unless supervision is included; make no disparaging comment about any other architect's work; take more interest in the common good of our profession and lend his efforts, and pay his dues, to local, state and national organizations.

(2) Maintenance of a spirit of real cordiality as fellow workers in a common industry, but strict neutrality and unbiased judgment in all matters between them. We should strive for a building industry in which labor is fully recognized with each division sticking to its own work; in which suppliers, alone, handle distribution but leave all other work to other branches of the industry; in which manufacturers concern themselves only with production in which contractors are recognized, as the

legitimate construction part of the team but do not infringe on the work of any other branch of the industry; and in which architects be recognized as the ones to do all planning and supervision, and nothing else. Recognition of this principle by all concerned would create a unified, powerful and efficient building industry.

DIRECTOR CELLARIUS REPORTS

Michigan is setting an outstanding example of how to unify the profession. Each Michigan Section of the State Society will be abolished as soon as 80% of its members are members of the Institute. Under that schedule, the Detroit Section has already gone out of existence. Eighteen months ago the Detroit Chapter of the Institute had 161 members. A report issued by the Secretary of the Michigan Society of Architects on February 10 showed that the Section had 209 members. The Detroit Chapter of the Institute, on February 10, had 301 members. On February 15, Washington approved about 50 applications for Corporate Membership from the Detroit region, so that Detroit has well passed the 300 mark in its Chapter membership. The other Sections of the State Society are rapidly increasing their percentage of Institute members and we look forward to seeing most of these Sections abolished in the near future.

The total registration in Michigan excluding out-of-state architects is 530. 336 of these were members of the Michigan Society of Architects. On February 10, 339 were members of the A.I.A. This does not mean that every Society member has become an Institute member, since the Institute membership includes some men who never belonged to the State Society, but with the new elections and continuing numbers of applications for Institute membership, it is obvious that Michigan has solved the unification problem. It has been done by enthusiasm, devotion and persistence. What Michigan has done, Ohio can also do, if it will.

With the increase in size of Institute membership comes an increased responsibility that must not be disregarded. The Chapters must continuously remind both old and new members of the ethical standards of their profession and must see that these standards are maintained. They must further provide worthwhile programs so that Institute membership will continue to be prized.

The Detroit Chapter is meeting this responsibility by developing a new master plan for Detroit. Under the guidance of Mr. Saarinen, more than 40 architects are working on various aspects of planning the future Detroit, a work that is not only of the greatest educational value to the members themselves, but will probably be of great importance to their city.

DITCHY REMINISCES

I enjoyed the Tenth Annual Meeting very much, especially the opportunity of seeing so many old friends. I am treasuring the program, for in addition to the flattering photograph of the Speaker, you included a view of the South Bay at Kellys Island. The point of land at the east end of the bay—at the extreme right in the photograph—was once known as "Ditchy's Point." It was there that I first saw the light of day. The little cottage where I was born stood between the road and the beach and many a time during a raging "North-easter" the waters rolled up to the back door and occasionally under the living room floor.

My earliest impressions of architecture were gleaned from the old Kelly Island Wine Company cellars, a massive stone structure built of native limestone, whose corners were accentuated by square towers rising higher than the main mass. These towers with their embattlements, gave a medieval touch to the building, especially when viewed from a passing steamer, and the expressions of strength which they imparted was consonant with the character of the spiritus frumenti which gurgled and bubbled in the huge casks within.

In those days sailing vessels were still common, and when one of the vicious northeasters to which I have already alluded was on the rampage, sailing vessels sought the refuge of South Bay. The crews were allowed shore leave, to beguile the moments of their enforced idleness. Sometimes the storm would last for several days. But at length, when good weather would again return, the skipper would hail his mate, and the mate would undertake to assemble his crew. First one and then another of the remaining members would be sent ashore to round up the crew. Each knew where to find the others, but would usually fall victim to the same temptations which detained the others. This is all hearsay, of course, for I never sailed the lakes.

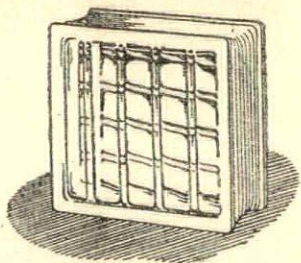
C. W. FAIRWETHER, Architect, Metuchen, N. J. writes:

(Secretary, New Jersey Society of Architects and for many years active in the affairs of the profession in his state).

... And now, having received your ** message not to let the profession down, but instead to save it; we will relent and solve the problem in our own wordy way—and the heck with the paper shortage.

In the first place, the architect can (if the word "today" is to be taken literally) best advance his profession today by forgetting about the profession and doing everything he can to win the war with whatever weapon is handy; but assuming that the question has a long term significance and refers to the day when the architect resumes normal practice we say that the best contribution that he can make at any time is to so execute every commission that he

See OHIO ARCHITECT—Page 5



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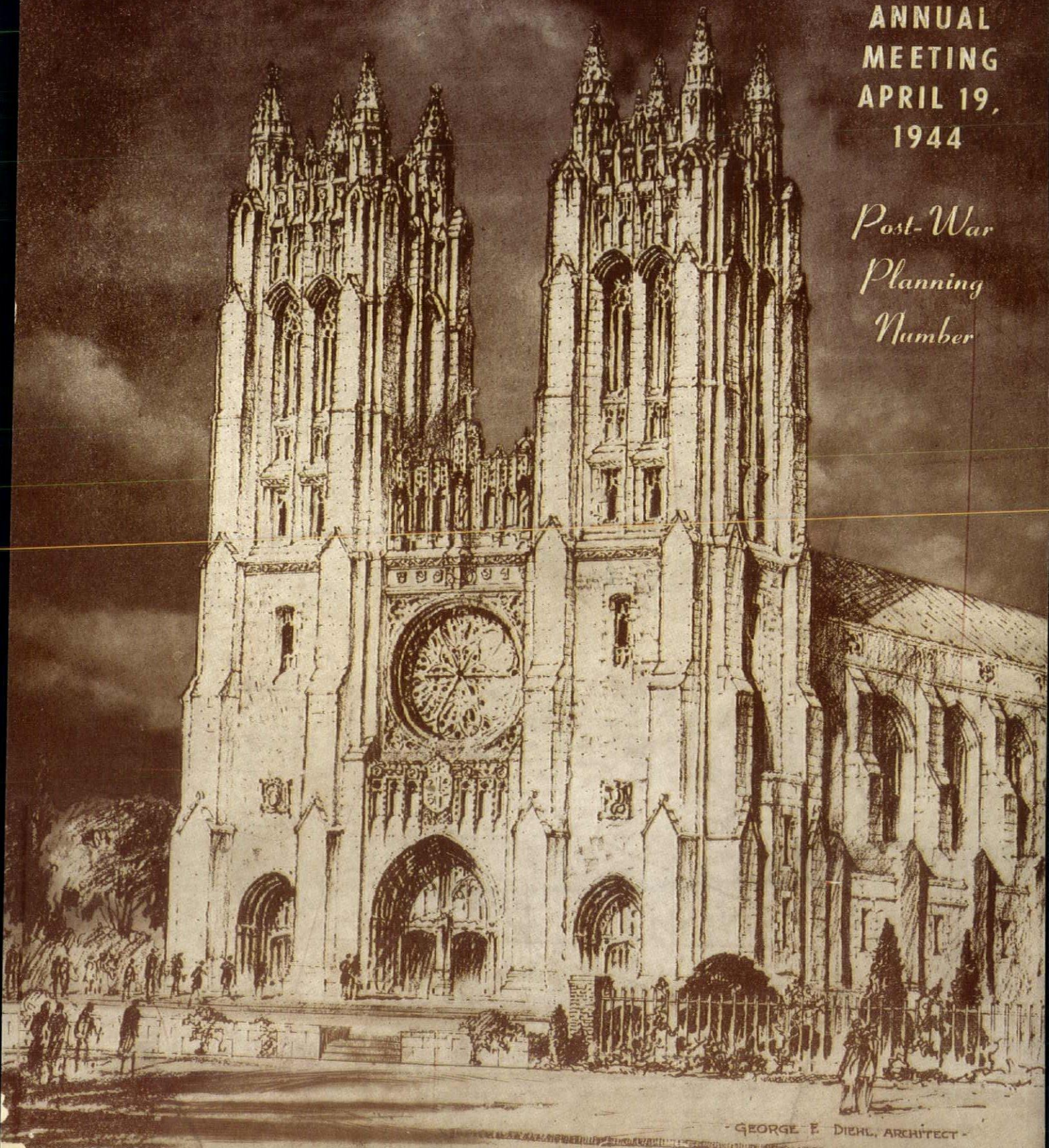
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WEEKLY BULLETIN
MICHIGAN SOCIETY OF ARCHITECTS

APRIL 18,
1944

M. S. A.
30th
ANNUAL
MEETING
APRIL 19,
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*Post-War
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Gar Wood

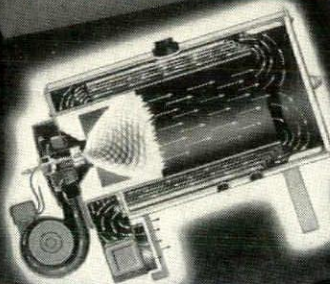
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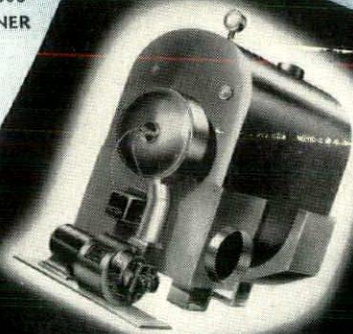


MODEL C420
WATER-HEATER
UNIT

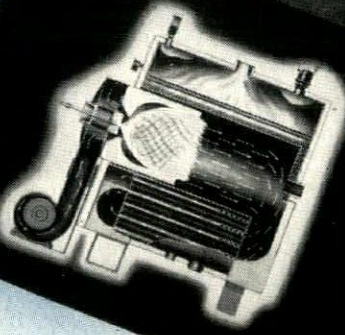


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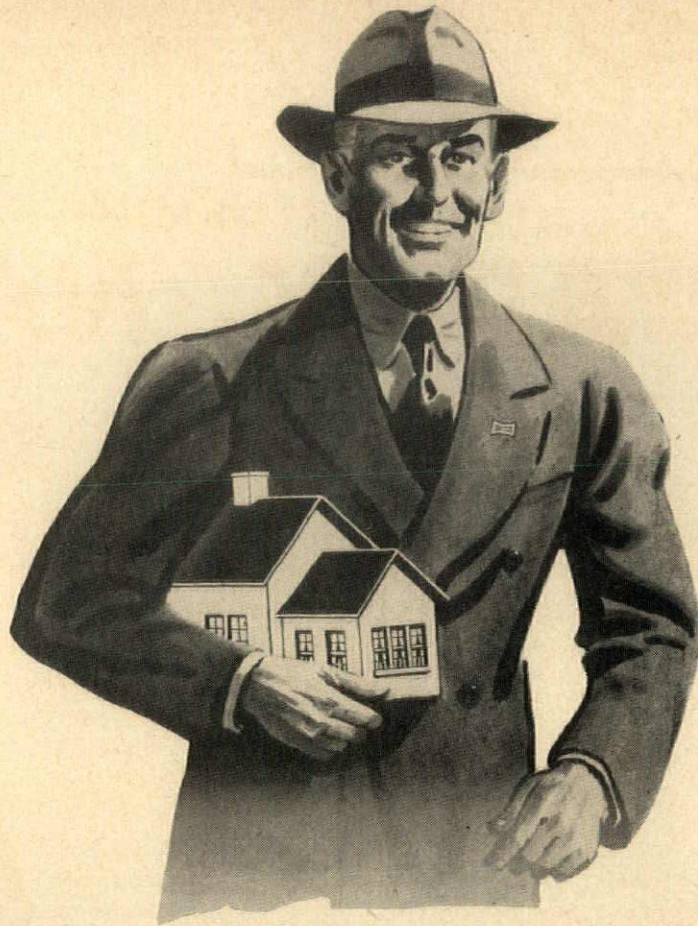


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In discussing the experience record with our Chief Engineer, Mr. W. G. Weber, he says, "Over a period of 16 years, with all the Anaconda Brass Pipe installed in this immense building, there has been no breakage, no leaks, no deterioration. Oh yes, a nipple went out, due to no fault of the brass pipe, but that was one nipple in ten thousand. In making office changes we often have to take out pieces of the brass pipe - here is some of it - you can see it's as good as new."

We feel that the foresight of our Architect, George W. Kelham, and the Consulting Engineers, Hunter & Hudson, in specifying Anaconda Brass Pipe has repaid us many times over - not only by eventually saving us money in repairs but in the satisfaction which only absolute dependability can bring.

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Manager

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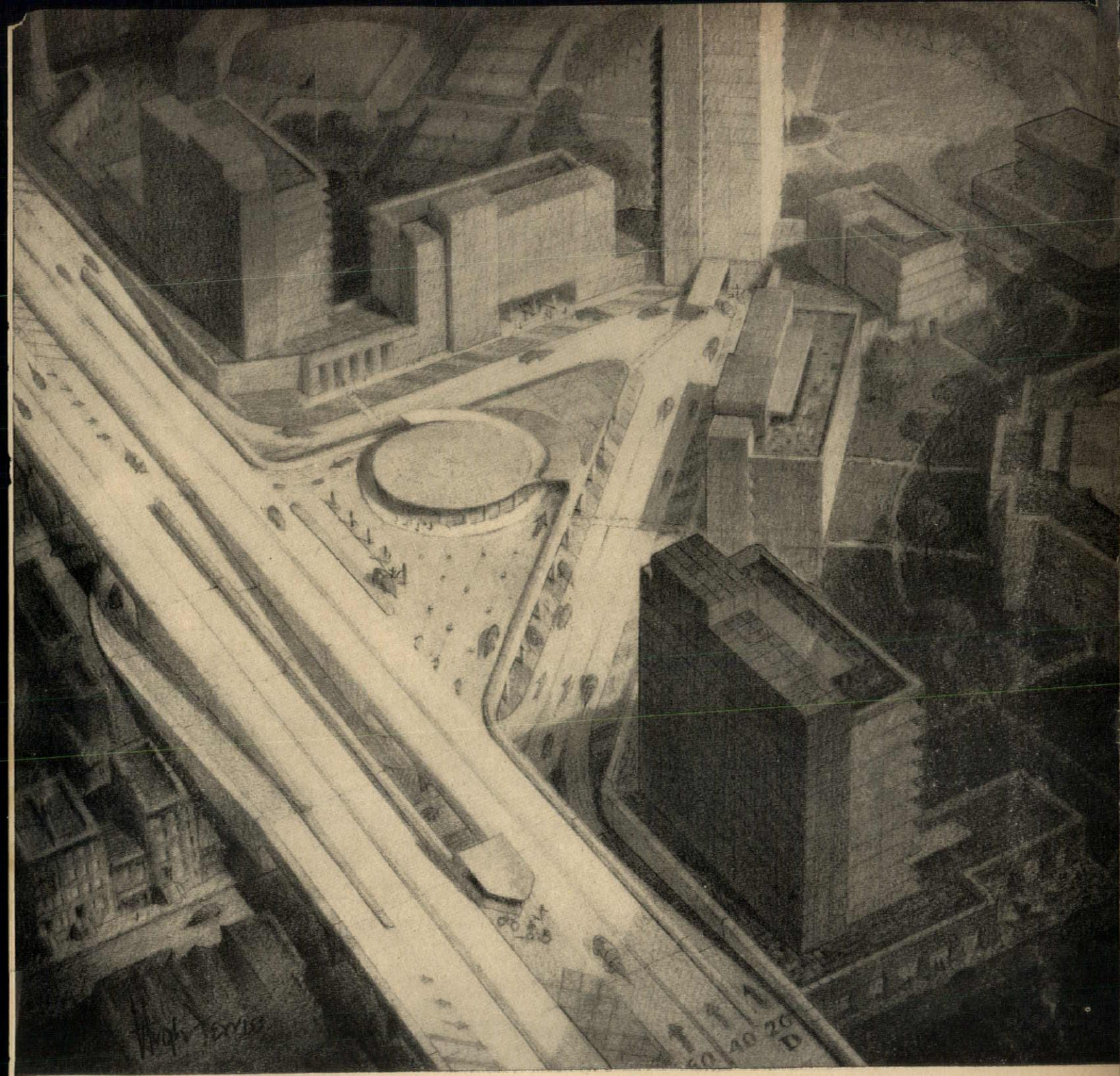
ingly difficult, the wisdom of specifying rustproof, corrosion-resistant pipe has been proved time and time again.

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In his next drawing for the Trinity Portland Cement Co., Hugh Ferriss will carry into detail pedestrian thoroughfares of the type suggested in the above drawing. Deluxe reproductions of Mr. Ferriss' 1943 series for Trinity Portland Cement Co. (without advertising)—suitable for framing—are available to you upon request.

In this drawing Hugh Ferriss visualizes the development of a property adjoining a new automobile express highway to be cut through an existing city. This "superblock" covers an area of 6 city blocks—is a city within a city, containing a school, recreational facilities, etc. Obsolete buildings—some still visible on adjoining properties—have been razed, replaced by modern structures made accessible to the new traffic artery by ramps.

Concrete will be the logical material for developments such as these. Trinity White—the "whitest white" portland cement—will give them distinctive beauty combined with enduring utility.

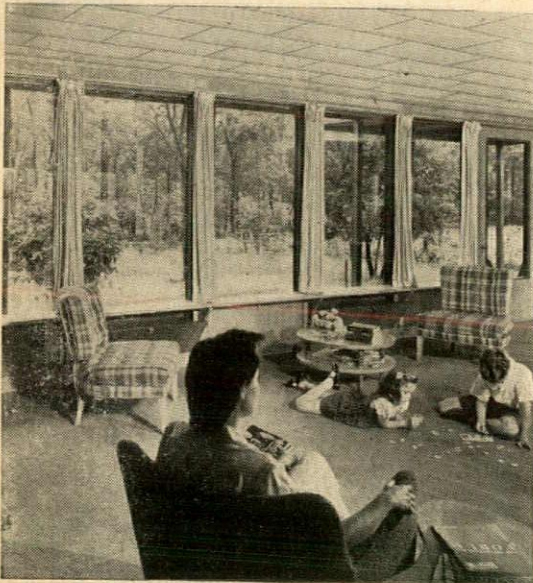
TRINITY PORTLAND CEMENT CO. (COWHAM SYSTEM), DALLAS & CHICAGO

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**THE NEW WINDOWPANE
THAT INSULATES**

Thermopane

with the
BONDERMETIC SEAL



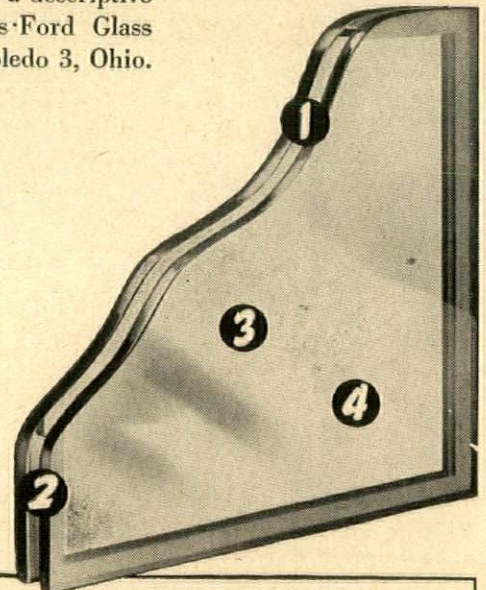
In the home of tomorrow . . . one can enjoy the advantages of larger windows without the age-old cold weather problem . . . without any *extra* glass to put up or take down. It's all made possible by this remarkable new Libbey-Owens-Ford windowpane that insulates . . . THERMOPANE!

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When you design post-war homes, you can include larger windows for more daylight without sacrificing heat. With THERMOPHANE, all of your windows will contribute to a new standard of heating comfort and economy. For a descriptive book, write Libbey-Owens-Ford Glass Co., Nicholas Building, Toledo 3, Ohio.

4 IMPORTANT FEATURES OF THERMOPANE

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- ② **BONDERMETIC SEAL.** This metal-to-glass seal permanently bonds two panes of glass into a single unit. Strong and weather-proof, it seals the insulating air space from dirt and moisture.
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- ④ **ONLY TWO SURFACES TO CLEAN.** The inner glass surfaces are specially cleaned at the factory . . . always stay clean.



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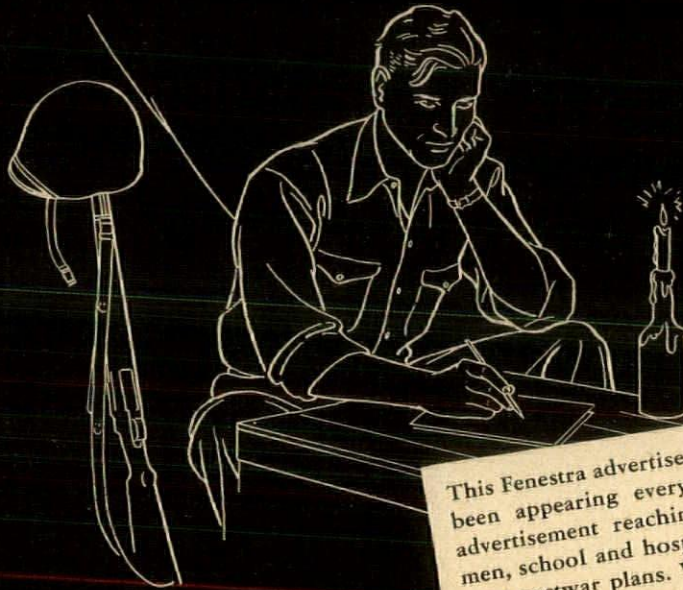
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AIR CONDITIONING

PRECISION manufacturing and processing, as well as employee comfort will be just as important after the war as it is now — probably more so, for competition will be keener. Now is the time to plan for the air conditioning installation you want. This will eliminate possibility of delay and will help you to quickly change back to peacetime production . . . Minneapolis-Honeywell engineers have developed many improvements which will benefit you. They will be glad to work with you, your architects, or your heating engineer on your postwar plans, without cost or obligation . . . Minneapolis-Honeywell Regulator Co., 2753 Fourth Avenue S., Minneapolis 8, Minnesota. Branches in 49 cities.

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This Fenestra advertisement is one of a series which has been appearing every month in **NEWSWEEK**—each advertisement reaching 550,000 influential businessmen, school and hospital officials and others who must start postwar plans. We hope that this advertising will help to direct that planning to you.

Jobs must be ready for our fighting men the day this war is over—not months later.

That demands planning—now.

Who's going to do it? The government will do some. Business is making an earnest effort to provide millions of immediate postwar jobs.

But much of it has to come from you. You are the person who must *start* the plans that will lead to the building of that new home, apartment, store—or other building you want after the war. Architects and engineers are ready now to work with you—to work your ideas into blueprints so construction can start the day this war ends.

And you can do more. If your community needs a new school, hospital or any public building, call the need for planning it now to the attention of your school, hospital and public authorities.

Don't underestimate the job-building power of a single plan. A school or hospital can provide many months of work—both on and off the site—for the boys who return to your community. Even one small home makes the equivalent of a year's work for two men. Multiply that by the number of new homes needed in your community and you can see the huge potential of jobs in home building.

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WEEKLY BULLETIN

MICHIGAN SOCIETY OF ARCHITECTS THIRTIETH ANNUAL MEETING

RACKHAM EDUCATIONAL MEMORIAL BUILDING,
DETROIT, MICH.

TUESDAY, APRIL 18, 1944

8:00 P.M.—Pre-Convention Meeting, Small Auditorium,
Detroit Institute of Arts.

Free—Open to the Public.

Sponsored by Producers' Council of Michigan,
Wayne Mohr, President, presiding.
Subject: Dimensional Coordination.

Speaker: Fred Heath, Jr., Member Executive
Committee, American Standards Association.

Discussion: Led by W. C. Randall, Chairman,
Metal Windows Sub-Committee,
A.S.A.

WEDNESDAY, APRIL 19, 1944

8:00 A.M.—Board of Directors Meeting at Breakfast,
Wardell Sheraton.

9:00 A.M.—Arrival of delegates. Registration. Informal
reception. No registration fee.

10:00 A.M.—Official opening of business session.

Greetings to the convention —
John C. Thornton, President.

Minutes of last annual meeting as published in The Weekly Bulletin, April 27,
1943.

Reports of Committees, as published in The
Weekly Bulletin, April 18, 1944.

Report of the Secretary, Earl W. Pellerin.

Report of the Treasurer, Lawrence E.
Caldwell.

Report of the Auditors for Treasurer's
report.

Appointment of Tellers for election of
officers.

1:00 P.M.—Luncheon, Ball Room, Wardell Sheraton, \$2.

2:30 P.M.—Business Session.

Small Auditorium, Detroit Institute of Arts
Report of Tellers on election of officers.

3:30 P.M.—Lecture, Small Auditorium, D.I.A.

Speaker: George Fred Keck.

Subject: "The Solar House." Discussion.
Unfinished business.

New business and installation of officers.

Closing of business sessions.

6:30 P.M.—Annual Dinner, Informal dress.

8:00 P.M.—Lecture, Small Auditorium, E.S.D.

Speaker: William Stanley Parker, F.A.I.A.

Subject: "Post War Problems."

Adjournment.

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2

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WEEKLY BULLETIN

Volume 18, Number 16
TALMAGE C. HUGHES
Editor



April 18, 1944
E. B. FAUQUIER
Adv. Mgr

120 Madison Ave., Detroit, 26 Mich.
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Subscription Price: 50c per year (Non-members \$4.00) 10c per copy.
Special Numbers \$1.00

On The Cover

The Cathedral Towers, additions by George F. Diehl, A.I.A., to the R.C. Cathedral of the Most Blessed Sacrament, at Woodward and Belmont Avenues, Detroit, Michigan. Henry Walsh, of Cleveland, Ohio, was architect for the original building, minus the towers, completed in 1920. About two years ago Archbishop Edward Mooney engaged Mr. Diehl's firm to prepare working drawings and specifications for the tower additions, ready for post war construction.

POST WAR PROBLEMS

By WILLIAM STANLEY PARKER

A Lecture Delivered at the Michigan Society of Architects Thirtieth Annual Meeting

As architects we are interested in certain technical aspects of post war planning. As citizens we are interested in all its aspects. While I shall want to discuss particularly certain phases of the post-war problem that concern the planning professions more directly, I would like first to draw a rather rough, free hand sketch, as it were, of the whole picture so that these special factors can be seen in proper relation to the other elements that combine to make up our whole national economy.

In doing this I will trespass on portions of the field of economics in which it may properly be said I have no license to act as your guide. In justification I will merely say that the most official appearing licenses to shoot in this field do not seem to guarantee infallibility in marksmanship, if one is to judge by the conflicting reports one hears, and I will suggest that economics is far from being the dismal science it has been dubbed for so long. Its analyses are closely related to our individual interests and if we are to have sound opinions on many national and local policies we must inevitably have opinions on some of the underlying economic factors and principles that are involved. It seems to me, therefore, not only legitimate but highly desirable for more of us to trespass on the domain of the economists. The exercise will be beneficial even if we don't bag any very big game.



Mr. Parker

Let us move then in approved procedure from the general to the specific, by first outlining our whole national economy. For our purpose I suggest that it is made up of two types of activity, private enterprise and public enterprise. Every operation must fall primarily in one or the other of these two classifications. In many cases both fields are involved, as most public contracts are let to private enterprisers. It is safe to say that public enterprise is private enterprise's largest customer, a fact that seems sometimes to be forgotten by some private enterprisers. For our purpose we will consider all public expenditures as representing public enterprise, all others as private enterprise. With this definition as a basis, let us consider what are the peculiar characteristics of these two elements that make up together our entire national activity.

Private enterprise is competitive and based upon and conditioned by the profit motive. It is merely being realistic to say that all its acts must, in the nature of things, be selfishly motivated in the long run. If the market for a product shrinks, production will be curtailed. A wave of buying will tend to increase production and payrolls. The result of these tendencies is the business cycle, and I fail to see any power within private enterprise that tends toward stabilization. At every given point on the business cycle curve all private business tends, in its legitimate self interest, to do the same thing, which tends to accentuate the trend of the moment, whether it be downward toward a depression or upward towards a boom.

In support of this generalization I can cite an instance native to Detroit. A large automobile manufacturer, speaking in Boston a few years ago, said his corporation was looked upon as being very wealthy because it had a 40 million dollar surplus. He remarked that if it weren't for their weekly sales receipts, their surplus would carry their operations for

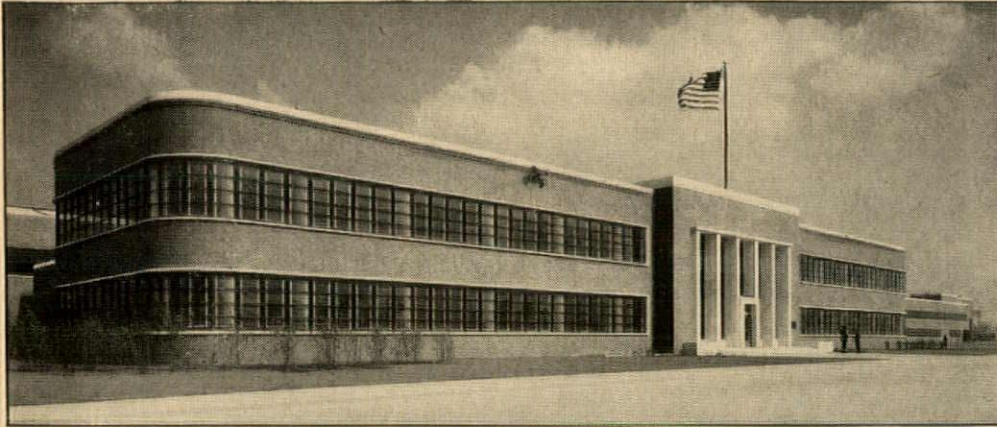
six weeks. Clearly, if sales begin to sag off sharply, indicating a trend of uncertain duration, this corporation must of necessity curtail operations, which means reducing payrolls, which means increasing unemployment, with a reduction of general purchasing power and the market for its product, thus increasing the sagging tendency in its sales. If this is true with such a corporation, it must be true for all manufacturing processes in degree as they are affected by general business conditions. This condition is probably aggravated in mass production industries operating in the large scale units with which you are so familiar.

Now, I believe we will all agree that stabilization of the purchasing power of the public, at some reasonable level, is a consummation devoutly to be wished. For ten years the Government has been struggling to do it. Today on all sides we hear pleas to develop a condition of full employment after the war. If my assumption is correct, that no agency of stabilization is to be found within private enterprise, then, if the only other element that exists is public enterprise, a stabilizing factor, if it exists at all, must be found in our public expenditures. Do the characteristics of public enterprise indicate the possibility of their use to this purpose and if so, to what extent and where?

Federal, State, and local expenditures are involved. Federal expenditures are centrally controlled and can be administered in accordance with national policies related to the over-all national business trends. Local expenditures are decentralized into a large number of local government units, subject to control by local public policy related to the local impact of national conditions. In each community, public operations will (almost always) be the largest single corporate activity in the area. State activities form an intermediate group of regional activities but capable of being administered in accord with regional policies in cooperation with and supplementary to both federal and local operations.

Many reports have been published about the counter-cyclical theory of public spending, more in a depression and less in a boom, to counteract the effects of the business cycle. It has been emphasized that it will be difficult to administer and probably inadequate but a good idea so far as it can be accomplished. Most of these reports then lump all public expenditures together and recommend a counter cyclical policy of spending so far as practicable. In 1938 the Massachusetts State Planning Board issued the first report, so far as I am aware, that emphasized the difference between federal and local finances which permits federal activities to be operated counter-cyclically but makes it practically impossible under normal conditions, for this to occur in the field of municipal finance where funds come in the main from taxes on real estate. This report urged stabilization of local

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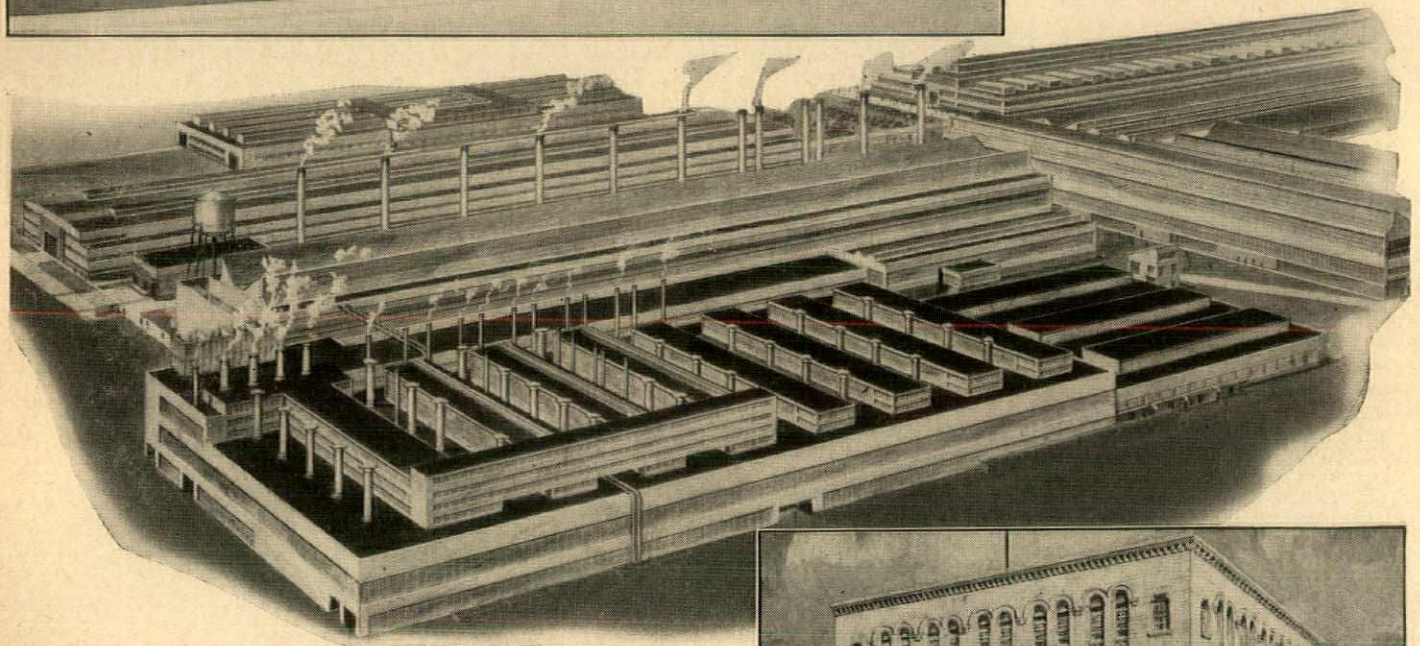


LEFT: Administration Building, Willow Run Bomber Plant, Ford Motor Company, Ypsilanti, Michigan, insulated with Zonolite Insulating Concrete Roof Fill. Albert Kahn Associated Architects & Engineers, Inc., Detroit, Michigan. Bryant & Detwiler Co., General Contractors, Detroit, Michigan.

BELOW: Steel Mill Foundry and X-Ray Laboratory, Ford Motor Company, Dearborn, Michigan, roof slopes provided by Zonolite Insulating Concrete cants and saddles.

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ABOVE: Royal Oak Central Office of the Michigan Bell Telephone Company, insulated with Zonolite Insulating Concrete Roof Fill. Smith, Hinchman & Grylls, Inc., Architects.

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public expenditures as a desirable national policy and suggested the need of municipal reserves to make this possible.

This difference in the source of funds is fundamental. In a depression, as has been so recently shown, the Federal government can issue bonds and develop such program as it sees fit. A city, except under special legislation, can issue bonds only for certain specified purposes, general capital outlays, and the total amount of such bonds is limited. Until the last few years cities were not permitted to create long term reserves of any sort. In certain states this is now permitted, in most cases only for use in capital outlays. Maine permits also a reserve to assist the operating budget in hard times, as originally proposed by the Massachusetts State Planning Board.

With all these limitations it has not been humanly feasible for a City Council to withhold expenditures in good times when tax collections are easy and increase expenditures in hard times when an increase in tax rates would be politically hazardous and quite probably financially ineffective. The normal one year budget prevents the use of foresight. It is based on hindsight through comparison of budget proposals with expenses in the two or three previous years. It is analogous to the passenger in the observation car who can see where he has been, but can't see where he is going.

The long range municipal program, now coming to be accepted quite rapidly, changes this situation. Forecasting income and expenses, assessed valuations and tax rates, for a period of say six years, the first year being the proposed budget, permits the city official and the public to see where present and probable future trends are going to carry the city budget by the end of the program. If this result is unfavorable, now is the time to begin to do something about it. Also it permits arranging a program of spending as well as determining the total amount to be spent over the period of the program. This permits stabilization of the program through roughly equal annual expenditures in normal times, or consciously unstabilizing them, if desirable, by planning to spend varying amounts to suit changing economic requirements, such as are likely in the post war years.

The use of reserves and long range programs make possible a general stabilization of local public expenditures and tax rates and with this in mind we can give a new picture of our national economy, divided into three parts:

1. Private enterprise with its inevitable fluctuations.
2. Federal Public Expenditures offsetting the fluctuations of private enterprise, in part at least, by counter cyclical spending.
3. Local Public Expenditures stabilized, pumping their economic blood steadily through the veins of private enterprise.

Here is the only observable economic gyroscope. Without its contribution the 1930's have shown that the compensatory spending of the Federal Government is unable to offset the depressions that can result when private enterprise and local governments join hands in a nose dive. From 1930 to 1932 State and Local governments cut their construction expenditures, in which our profession is vitally interested, by two-thirds or a total reduction of two billions a year. The federal emergency construction program was finally only able to offset this drop in local public works and therefore could not act as an offset to the drop in private construction. If local public expenditures had been held fairly steady by conscious financial programs, the federal programs would have counterbalanced a considerable portion of the slump in private construction and the story would have been quite different for our profession and for the country generally.

It has seemed to me worthwhile to develop this analysis at some length in order to indicate the national importance of this new concept in the field of public finance which also has a significant bearing on City Planning. The planning professions have long been concerned with the slow rate of progress evident in the field of city planning. Cities were slow in creating City Planning Boards of Commissions, and in most cases when adopted, their small appropriations reflected the lack of official interest in their work. What was the reason? How could we get across to public officials and the

public the common sense idea of planning which seemed so obvious to us? I believe I have discovered the reason as a result of my work in the field of public works programming, to which I have been devoting most of my professional activity during the last five years.

As Consultant to the National Resources Planning Board in New England, I have worked with all the State Governments and many city and town officials, first selling the idea of long range programming and subsequently, when the idea was accepted, showing them how to develop the procedure. And I found the idea quite easy to sell. It involved financial programming of all municipal operations both operating expenses and capital outlays. When they understood it, local officials recognized that it merely constituted an orderly process for looking ahead. It did not involve any change in their actual budget procedure so far as definite commitments were concerned, as they would continue to vote a one year budget. The procedure involved annual revision of a six year program. Each year a new sixth year was added; last year's advance program was revised as might be needed to fit the current situation; at no time was any part of the advance five year program voted on, it being submitted merely as supporting evidence.

But the program was not a fanciful long range idea—it was tied down to practical realizable dollars and cents, based upon an agreed upon series of tax rates. Here was the difference between this long range financial program and previous long range physical development programs frequently proposed by City Plan Commissions that quite properly looked ahead 25 to 50 years and suggested improvements that would be beneficial but which were generally not clearly related to the practical limitations of a one year budget. The so-called practical financial mind would say "Come down to earth. Here is the money we have available. You're just wishful thinkers. Be practical." The trouble really was not with the too long range thinking of the city planners but with the too short range thinking of the one-year financial budgeters.

A 25 year physical development program cannot ever be hitched up to a one year financial program. If, however, the financial program is extended to include a period of years, such as six or so, the early elements of the 25 year development program can be culled out so as to fit the over-all financial limits available and at once the long range physical program makes sense financially. And repeatedly, in my experience, a mayor's first conviction, after accepting the idea of the financial program, has been the need of an effective planning board. Thus financial planning sells physical planning more readily than physical planning sells itself when dissociated from a firm foundation in practicable finance.

What does all this mean now, in terms of post-war plans? Public Works programming was not devised for post-war purposes but as a desirable normal routine procedure. It is no more nor less desirable now that we are at war. Since we certainly hope and anticipate that the war will end in at most two or three years, any long range six year program laid out now will involve some post war years. The need of preparing for quick action in the first post war years, in case of sudden unemployment conditions, does give added significance to current programs and is tending to focus attention on this new programming procedure.

Some skeptics say, "How can you lay out a post war program when you don't know when the war will end?" At first thought that sounds reasonable but really the difficulty does not exist. When the war ends it will be "today." "Today" is always in the current budget period. In laying out programs each year during the war, the budget year, the first year, will be estimated on a basis of war conditions. Assume then, for purposes of the program, that the war will end during the budget year and that the following, or second year of the program, will be the first post-war year. If the war doesn't end in the first or budget year, no harm is done. Prepare the next year's budget and program on the same assumption. When the war does actually end, your assumption will be right, your plans for action will have been laid

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and you will be ready to proceed in such manner as the actual developing conditions may indicate to be desirable.

To revert again to consideration of problems in the field of private enterprise and the relation of these local public programs to private programs, it would seem probable, from my analysis of private enterprise, that any concerted program in private enterprise is unlikely. Their activities are highly competitive and naturally their production programs will be kept confidential and will be actually carried out only to the extent that their market develops. One producer's meat is another's poison. Many new products can succeed only at the expense of competing products.

When a city program of construction is voted, and funds provided, it is publicly known and it can be depended on to be carried out. Production programs in private industry will not be publicly known and will be carried out only so far as they succeed. The extent to which they succeed will in the main depend on the public's ability to buy, that is on the size of the national income. Public expenditures, properly related to the conditions of private business, can be an important factor in maintaining the national income at the desired level.

This is particularly true of that part of public expenditures represented by public works. They represent long term investments, just as construction of factories, and other privately owned structures do. They are generally financed in large part out of savings through the medium of bond issues amortized over a period of years. They are bought on the installment plan. Consumer goods, in the main, must be paid for as they are bought and used, as are services.

The price of consumer goods is necessarily higher than the cost of manufacture in order to provide a margin of profits and surplus. To put this in another way, the incomes earned in the production of consumer goods can never buy all the goods produced even if they were all spent for this purpose. If, therefore this production is to be maintained, there must be some supplementary incomes earned with which to purchase the balance of the goods produced. It is the economic function of long term investment in capital goods, both public and private, to provide this supplementary income. But it is only the excess of such new investment over the current payments for amortization on previous investment that can be so counted. Similarly installment buying of consumer goods, or semi-durable goods like automobiles, serves this purpose so long as the net outstanding indebtedness is increasing; in other words so long as the public's new purchases exceed their payments on prior purchases.

Let's see how this looks when stated in reverse. Tendencies towards business depressions are developed when debt service payments on past construction projects exceed the payments on current construction projects; or when payments on past installment purchases of furs and motors and similar necessities or luxuries exceed the value of current installment purchases. If, therefore, we permit wide fluctuations in expenditures for public and private construction, it means that we develop definite tendencies, first towards increasing purchasing power and boom while new expenditures exceed debt service and then towards shrinking purchasing power and depression when we suddenly stop our new construction so sharply that it becomes smaller in amount than our current commitments for debt service on previous expenditures, leaving insufficient purchasing power to buy all the consumer goods produced and thus forcing producers to curtail production temporarily thus creating unemployment and a further tendency towards a depression.

Similarly, a trend towards shrinking incomes shrinks also the public's tendency to buy on the installment plan and if this is enough to change the balance of new purchases over installment payments, we add to the depression tendency. Stability in both these elements is desirable if we are to stabilize our national income and our national prosperity and permit a continuing process of progress in place of a progress characterized by intermittent fever.

My free hand sketch of the whole economic picture is about finished. I have painted in the background at least, but as promised, it has been a rough job, greatly over-simplified in many ways to fit the limitations inherent in this occasion. I have built a rough frame within which the elements of the picture with which we are more directly concerned

must be painted. Let us now deal more directly with some of those elements—which may include private construction in housing, in commercial modernizations, and in industrial work; or public construction of projects involving architectural service; or in that twilight zone of urban redevelopment in which public and private action will be needed, in varying degrees of each according to the income groups to be served and their rent-paying ability.

In housing there is no prophet to tell us just what is going to happen but there is some profit in an unemotional analysis of probabilities. While there seems to be pretty general agreement that there will be a very large potential demand for new housing there is no precise agreement on the probable amount. Each prophet has his own pet prejudice whether it be prefabrication or something else. Many are carried away by their concepts of a bright new world in which almost everything will be different from what it has ever been in the past. My grey and more conservative hairs may suggest that I will tend to side with those who are a bit skeptical of the new possibilities and believe that, at least in the early post war years, products will be a good deal like what they were just before the war.

People who can afford expensive houses will for the most part as heretofore go to architects for their designs, and there will probably be a substantial number of them but with a lower top limit than in the previous post war boom, for the government will deal more harshly in surtaxes on the larger incomes. There will be many looking for houses in the 6 to 10 thousand dollar class, and more still in the 4 to 6 thousand dollar class but many of these will be provided by the speculative building group, especially in the lower cost classification. How many of these will be designed by architects through normal procedures and how many will by-pass the profession will depend, as heretofore, on the ability of the profession to sell its services to the speculative builder and on the extent to which the loaning agencies will offer more favorable loans on houses designed and supervised by architects. Our past experience does not encourage optimism in this regard, but our convictions and needs should lead us to continue the battle indefinitely until we find an adequate answer to the conflicting demands of the speculative builder and the architect in the legitimate interest of the ultimate owners.

If, as in the past, the loaning agencies lend as freely on a house without benefit of architect's service as with, or even more freely, we must continue to look on the individual loaning agency as more of an enemy than a friend, in spite of the gesture of friendship and cooperation that the national agencies in this field have made in the past. The Federal Home Loan Bank made a valiant effort to bring architectural service into the small house field but the member banks, except in rare instances, just weren't interested. This same fight will doubtless continue and should. It is essentially a local problem, the grass roots of which are in the local savings and loan associations. It must be fought out there and not in Washington.

That being the case there is a job for each local Society to tackle in this field. Some have had substantial success in the past. Methods have varied and to be successful must be devised to fit local conditions. We can learn, perhaps from what other Societies have done, even though no group can usefully copy exactly another group's method and set up.

Prefabrication will play its part but I agree with those who hold that it will not be a question of how many houses will be prefabricated but rather how much prefabrication will be used in each house. Elements subject to prefabrication are increasing in number and size and are likely to continue to do so under the impetus of its recent use for war housing. But the determinant in the development of prefabrication will be the size of the mass market on which it must inevitably depend.

It seems to me likely that in the more outlying areas the local carpenter will continue to build houses one or a few at a time, with local lumber and other supplies, quite as cheaply and well as can be done with newer methods. Those communities need these local artisans for miscellaneous repair work and the artisans need the new construction also if they are



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to be adequately supported. In the larger centers large scale projects will afford better opportunities to secure the economies that are possible with prefabricated elements.

Another field in which the initiative of the profession may develop legitimate business is to be found in our central business areas, Main Street and its larger equivalent in the metropolitan cities. It is possible, I believe, for the imagination of the profession to conceive desirable neighborhood improvements which will not be likely to develop in the mind of any one of the merchants whose properties are involved. Cases in point are already known. It may be possible to disseminate information as to these cases through the Institute Committee on Post War Reconstruction. But again each case will be different. A Word to the Wise should be enough. Group action will result in any Society if some one member has the imagination and energy required to start the ball rolling.

In local public works architects can assist through service on local planning agencies and through voluntary group cooperation. Detroit has a significant example of this. The field of city planning is greatly lacking in technically trained personnel to meet the currently increasing emphasis on this long neglected municipal function. Architects may well help both themselves and the city planning function if they will broaden their technical training to include the techniques of city planning.

In Boston we have recently completed a course of twelve seminars called "An Introduction to City Planning." Each seminar was three hours, from 6 to 9 o'clock one night a week for 12 weeks. Twenty-two architects and engineers took the course and paid \$15 tuition fee. It was intended that some field experience would be provided somehow for those who wished to carry their study further and we have just started a study of the city market district with a nucleus of nine of those who took the seminars. The Fruit and Produce Exchange has made two rooms available in the City-owned market building. The Planning Board was able to equip the rooms with the necessary furniture and to provide tracing cloth and similar materials. The men provide their services for the experience they will gain, the work being done under the general guidance of the City Planning Board. The office is open two nights a week and all day Saturdays with an average potential staff present of about 6 or 7. Full responsibility for securing information as to needs and developing a definite scheme for rehabilitation rests on the architects. This is an experiment which we are watching with much interest.

The market study is an experimental extension of the regular work of the City Planning Board which for the past three years has been developing intensive studies of one of our depreciated housing areas. Our studies have attempted to determine a pattern by which other areas could be more quickly appraised. We first spotted some twenty areas needing rehabilitation. From these we selected the area best suited for our first study, the so-called South End, covering about half a square mile and including a dozen or so separate neighborhoods. We then selected the best neighborhood area for a reconstruction study, where demolition of existing structures was clearly a prerequisite to action. We developed a new layout and a complete financial analysis showing the cost of taking the area and building the new housing units.

We then developed two estimates of income—one based upon rehousing the families now living there or families of similar rent-paying ability. This showed the deficit that would be produced. We developed a second estimate of income based upon rentals that would permit the project to be self supporting. These rentals were just about double the present average rentals. We also developed another study for rehousing the present families on another lot now vacant in an adjacent section of the city and figured the deficit for such a project. We also combined the last two studies and made a comparative study of the effects, on the budget of the city, of each of these four propositions, including tentative appraisals of the effects due to reduction of street surfaces and maintenance costs, reduction of police and fire service loads, hospitalization, etc.

Manifestly it is not possible to go further in detail here except to point out the clear implication of the estimates that

were developed. Most of the slum areas and depreciated areas of housing in Boston, and I am inclined to believe in most cities, if rebuilt must be assumed to rehouse their present residents or families of similar economic status. Very few, if any, areas are susceptible of reconstruction for markedly higher rentals. This means that these areas are susceptible to redevelopment only if there is a subsidy from some source outside the redevelopment corporation that carries out the project. This subsidy may be some local tax exemption or its equivalent. It may need to have some additional subsidy from State or Federal sources and this is likely to be the major factor in those areas which must serve the lowest ranges of income.

The fact that nothing has happened under the recently enacted redevelopment corporation laws may be due solely or largely to the war, but no one of these laws would permit any action in Boston's slum areas unless it were supplemented by legislation providing substantial federal subsidies. This fact should be more honestly faced. Much of this legislation and its supporting arguments imply an ability to secure results. Too much emphasis is placed on the type of projects carried out by the Metropolitan Life Insurance Company. Without belittling or debating their values, slum clearance in New York will not, as a generality, involve \$14 per room per month rentals. We are largely wasting time on legislation that fails to recognize this.

The housing problem of our cities resolves itself, in my mind, as follows: The City, through its normal welfare department, should assist substandard families with means to secure the reasonable necessities of food, clothing, and shelter, the amount made available for shelter-rent being a stated amount—in terms of Boston's scale of values, say, \$15 per family per month for an average family, somewhat more for large families. This aid should be given whether families live in subsidized housing or not. Reasonably adequate housing accommodations are available, let us assume, in the open market, to some extent, at from \$30 per month up. Housing available at rentals of from \$30 down to \$15 and even below that represents our depreciated areas that need demolition and reconstruction or rehabilitation or a combination of the two. These areas should be progressively rebuilt in accord with sound comprehensive plans and housing provided for the displaced families at rentals they can properly afford to pay. The difference between such rentals and the rentals needed to support the projects should be provided by subsidies of one sort or another. The first subsidy in each case should be by the local community. The balance needed should be from Federal or other sources. In the upper ranges of these groups a little local subsidy might be enough. In the lowest ranges the subsidy requirements would be a maximum.

An essential in the future consideration of this subject is an accurate appraisal of the amount and significance of the subsidy involved. The cost to the Federal Government of all USHA subsidized families has been estimated to be about \$6 per month per family housed. Cities now pay as high as \$60 a month in welfare to needy families and still permit them to live in housing declared to be sub-standard and often seriously deficient. Let us translate housing subsidies into terms comparable with the welfare subsidies long accepted as proper and then determine whether the increased cost needed to put the families into decent housing is worth while or is likely to bankrupt us. And don't omit a reasonable evaluation of the economic benefits accruing from the construction of such housing when striking the balance. Cheaper and cheaper money is needed as the lower levels of income are served. Cost of money is related to risk. The security of government bonds will be needed to permit the lowest long term interest rates.

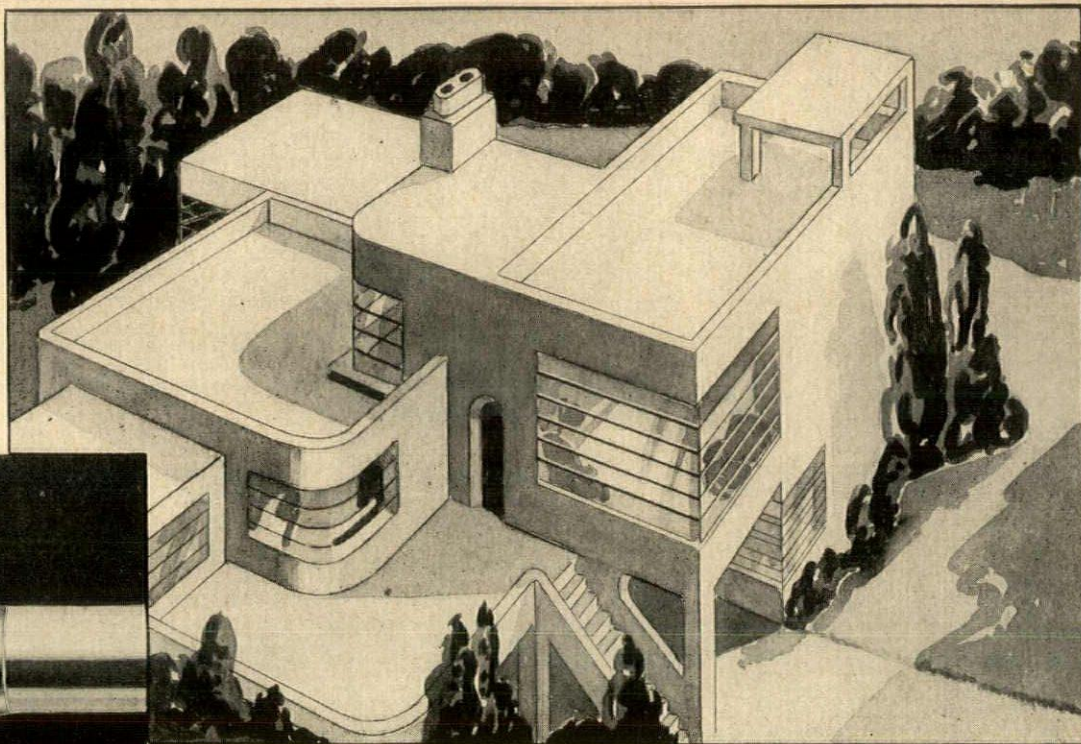
On this somewhat generalized background let us develop in closing, a definite agenda for our professional organizations for the present and the early post-war period.

(A) *In Private Enterprise*

(1) Keep in touch with CED. Urge business men to have plans made now for any construction work needed in re-conversion of manufacturing plants. Where such plans involve the service of architects, their employment now will be helpful.

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(2) If an architect has any client who is expecting to build after the war, urge him to start the plans now. Unemployment problems may develop in the early months after the war ends, or begins to end, and jobs that are ready for a quick start will be a help. It would be appropriate for architects to so advise all their former clients.

(3) Stimulate modernization, "face lifting" improvements, in our business sections. Group action by the profession may be able to develop action by merchants that will provide work for the profession that will be beneficial to them and to the Community.

(4) Continue the fight for proper recognition of the architect's function in the field of small and moderate priced houses. The strong-point to be attacked is the local Savings and Loan Association through which most of them are financed. The fight should be on a realistic basis for service properly adapted to the needs of the ultimate owners as to the cost limitations of the speculative builder.

(5) Study the ways in which prefabrication can be useful. We have used small prefabricated units of many kinds for generations. We can use more and larger units in many cases to advantage. If architects are to serve their clients well, they must know when, how, to what extent, and which prefabrication processes can be used to their client's advantage.

(B) Public Enterprise

(6) Develop active cooperation, officially and individually, with local Planning Boards. Support them and assist them to get adequate appropriations. Broaden the base of architectural training to include city planning techniques and develop as a means to this end, and also as an end in itself, group studies of local municipal problems. These studies to be most useful, should be carried out in close touch with the City Planning Board or Commission, and in accord with any broad policies already adopted by the city.

(7) Study realistically the social and economic foundations that underlie urban redevelopment problems. Investigate thoroughly the function of subsidies and their real significance and where they are logical to such extent as is believed to be economically sound. There is a public responsibility for the existence of slum areas which justifies public action in their removal. Their existence constitutes a continuing financial hazard that justifies a financial expenditure for their removal. Study how best to develop in this complex field practical cooperation of public authority and private enterprise.

(8) Recognize the importance to our national economy of wise administration of local public expenditures, so that they may constitute, to as large a degree as possible, the economic gyroscope that can have a stabilizing influence. This is a new concept. That it is not capable of complete control is unimportant. In any movement, direction is more important than speed, which is a disadvantage if one is moving in the wrong direction. The stabilization of local public expenditures is a move in the right economic direction. It requires the adoption of long range programming and financial reserves as the two essential means to that end. If your community has developed such a program, support the idea and send some word of commendation to the Mayor or town officials. If not, bring pressure to bear upon these same officials to do so.

Recognize the responsibilities as well as the rights of local home rule. Insist that local programs be based upon local ability to pay. Do not count on federal subsidies but recognize the potentiality in compensatory spending by the Federal Government when and as needed.

(9) Remember that public works are a normal element of the construction industry and normally should be built on a basis of need, but are subject to flexible control if properly programmed so as to assist in the provision of employment in periods of depression. Their stabilization in normal times can tend to minimize the tendencies in private enterprise towards boom and depression alike.

(10) In all public construction continue active efforts to develop and maintain sound policies in the selection of competent architects for projects requiring architectural service. A high quality of service rendered will be one of the best guarantees of the continuation of such policies.

(11) The public is vitally concerned with municipal oper-

ations. Its needs and opinions must be known if acceptable plans are to be developed. The best way to gain public support for such plans will be to bring accredited representatives of the public into active participation in the decisions on which the plans are based. The establishment of recognized Citizens Advisory Committees to be in continuing collaboration with the City Planning agencies is highly desirable. This has been adopted as a basic policy by the Boston City Planning Board for the past twenty years and citizens representing some twenty civic organizations have been of substantial assistance to the City Planning Board in the development of local policy and plans for traffic, municipal financial policy and community rehabilitation and reconstruction. This type of cooperation between representative citizens and their public officials is urged as an important aid towards sound and practicable post war proposals. The planning professions should take the lead in pointing out the need of such cooperation and securing action.

(12) Develop close and understanding cooperation with engineers and landscape architects with a view to a common understanding and a united support of the planning professions so that they may prosper through a maximum opportunity to render the services which they are trained to provide.

Conclusions

In considering these specific suggestions for action, don't forget the suggestions and implications of the background which I have roughly indicated. The most important of these is that post-war planning should not be limited as its commonly used title implies. Post War Planning should be merely the current expression of long range planning.

In our municipal governments it is of first importance that we adopt an orderly process of looking ahead and forecasting the future when voting appropriations for the present. We of the planning professions should be the first to recognize the value of this and take steps each in his own community, to see that long range programming is adopted as a permanent policy.

In private enterprise we must recognize the basic difference that exists. We may all appropriately remind our former clients now of the benefits that will accrue if preparations are made now for construction activity as soon as men and materials become available again. Obviously this will not be a recurring operation. We must recognize the temperamental nature of private enterprise and realize that it has inherent in it the germ of that intermittent fever that develops the variations in business temperature known as the business cycle. And if we don't like the results we should seek to make as effective as possible whatever stabilizing factors exist. As stated they appear to be available only in the field of our public expenditures and consist of the steadying effect that can be produced by stabilizing our local public expenditures and the counterbalancing effect that can be developed by wise administration of federal expenditures.

Reform as well as charity should begin at home. Our local government should be our direct personal and professional concern. We should apply the technical abilities of our profession to its problems and learn how to apply sound planning procedures to our governmental operations and then steadily and continuously develop our influence towards the adoption of such procedures. In that way we will further our own best professional interests and fulfill our duty as intelligent citizens.

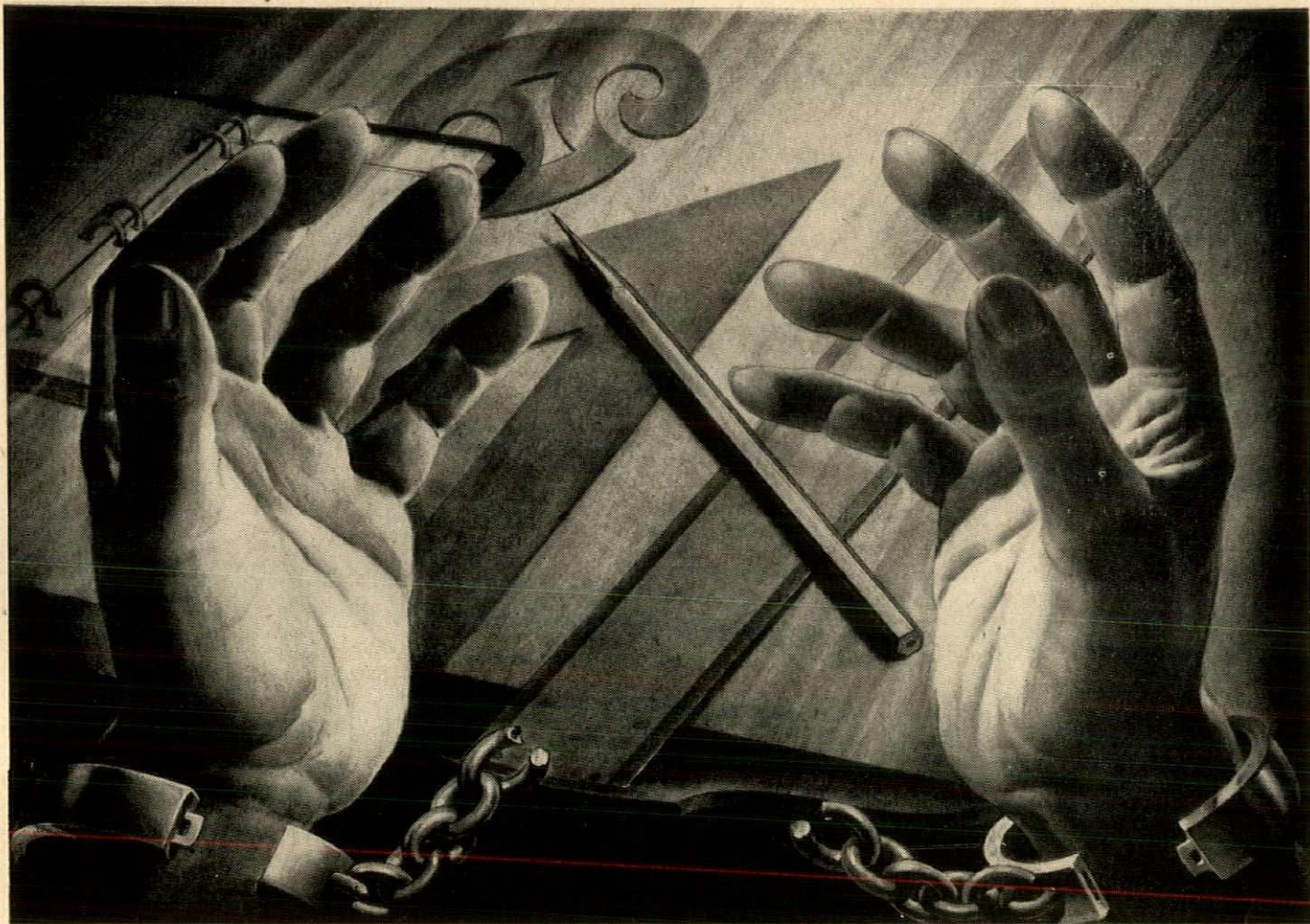
In behalf of the American Society of Landscape Architects, Detroit Chapter, I wish to express thanks for the privilege of hearing your program of last week on the Chicago City Plan. The members who attended the lecture appreciated the opportunity, and especially enjoyed the masterful handling and delivery of the speaker, Mr. Kincaid. It was pleasing to note that a Landscape Architect was able to represent the planning profession so ably.

May I personally extend my thanks to your group for the fine dinner at which I was a guest of your Chapter.

Sincerely yours,

EDWARD H. LAIRD,

President, Detroit Chapter, A.S.L.A.



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CITY PLANNING AND BLIGHTED AREAS

Address of Charles W. Killam, F.A.I.A., at a Meeting of Detroit Chapter, A.I.A., and M.S.A.

I appreciate the honor of the invitation to address you.

The subject is large, my time is short, and I will not discuss past centuries nor guess too much as to the future. The danger of guessing too far ahead is exemplified by a letter which I saw the other day. It was written by a very great electrical engineer and inventor in 1900. He was writing about power for automobiles. I quote in part. "We use no boiler which can possibly cause trouble by explosion, and we do not believe in using gasoline in any form of automobile. My opinion is that it is decidedly dangerous, not only to store, but to employ in any quantity, and the record of automobile accidents and burnings is increasing rapidly, due to the use of gasoline. Besides the gasoline production only amounts to three per cent of the total mineral oil production, and it follows that increasing use must mean an increased price."

I hope to ask some definite questions and to present some definite suggestions rather than to repeat threadbare generalities to which you would sleepily assent. There is, of course, danger in being definite. I open myself to criticism.

I will not waste time telling you that we are the natural leaders in city planning. We are not leaders unless we can make up our minds as to what needs to be done and then do some leading.

The direct losses to real estate owners, merchants and the municipality, and the indirect losses to many others, due to depreciating values in business and high-value residential areas are so serious that urban rebuilding is usually recommended as an important part of any postwar program. The problems involved cannot be solved by any one expert nor by any one group. Many different groups have interests which are directly or indirectly involved, and the information and experience of these groups must be drawn upon for the solution of the many problems, and their cooperation should be gained from the beginning. We are one of the groups. The post-war American problems cannot be solved by too much dependence upon the experience of prewar Europe. We must show some originality.

Income and cost surveys of particular neighborhoods have been made in many cities and have been the bases for demands for slum clearance projects because the neighborhoods were found to pay less in taxes than the cost of the municipal services supplied to them, and because poverty, disease, delinquency and substandard living conditions were found in them. It was assumed that new housing would greatly improve conditions. It does improve some conditions, but not all. The improved housing does not increase wages nor does it reduce the great cost of schools, welfare and debt service which make up so large a part of city budgets. For instance, in Cambridge the average cost for public school maintenance (not including capital expenditures) is \$136.77 per pupil. A man with half a dozen children in the public schools and who pays little or no real estate tax is a heavy burden on the city for education alone, not to mention all of the other services that the city must supply him. And this is true whether he lives in an old slum or in a new project. Those spot surveys may or may not lead to a new housing project and thus end the matter. The "deficit district," the one which pays less in taxes than it costs in city services, is the only one which is generally considered. The treatment of the "profit districts," the ones that pay more in taxes than they cost in city services, and which thus subsidize the deficit districts, have not been adequately considered and these profit districts deserve attention. In order to gather more complete information so that we can plan to conserve, and perhaps to increase, the taxpaying capacity of the profit districts the income and cost survey must cover the whole city and the different needs of the profit and deficit districts must be compared. As far as I know, Boston is the only city which has extended the income and cost survey to cover the



Mr. Killam

whole city, taking each one of the 127 census tracts separately. It is of interest to us as architects that Wm. Stanley Parker, now Chairman of the Boston City Planning Board, was the motivating spirit back of this city-wide survey. The report was issued by the Boston City Planning Board in 1935 and is entitled: "Report on the Income and Cost Survey of the City of Boston." Among the observations included in this report were the following:

About 88½ per cent of the population, using about 90 per cent of the gross area, failed to pay taxes enough to cover the services rendered their residential areas.

The Business Area (2 per cent of the total area of the City) pays 72 per cent of the deficit and the High Rental Residential and the Miscellaneous Residential Tracts pay the balance of 28 per cent.

While some of the Industrial Areas showed a profit totaling \$804,635 others showed a net cost of \$1,372,816.

Adding my own comments, the survey took no account of some minor taxes and fees nor of the City receipts from the Federal Government, the State and County. The profit districts not only pay this large share of direct municipal taxes but the high-rental residential districts pay an important part of the State income tax, part of which is paid back to the City. Nor did the survey take account of the private welfare money, largely collected in the profit districts, but spent in the deficit districts.

The survey would seem to prove that the introduction of new industries is not necessarily a solution, especially if such industries attract more low-wage employees to live in the City. Nor do federally subsidized low-rental housing projects at a distance from the business center solve the problems of the business center. Nor do these subsidized projects help the high rental residential districts to pay their share of excess taxes. Nor is it a solution to siphon off the congested population into satellite towns leaving the city to decay. That method is unfair to the tenant, the owners and the municipality. And a good many people prefer to live in the city anyway. The treatment of the business center itself and the close-in slums and blighted centers must be faced or we shall have more slums with less income from the profit districts to support them.

If close-in land could be rebuilt for occupancies which could pay their fair share of taxes it would help the City to collect more taxes to help pay the costs of the deficit areas. The Federally subsidized projects in the areas further out, on the other hand, throw an additional burden on the profit areas because the projects pay only a small sum in lieu of taxes. Building housing projects on vacant land in a city which is not growing adds more houses which are not needed instead of better houses which are needed. The existence of the new projects in Boston, like the existence of low-rental housing in general, undoubtedly attracts more low-wage people to live in Boston because they cannot find cheap housing in some of the prosperous suburbs.

The subject may be divided into three parts which are, however, closely related.

1. The treatment of the business center so as to conserve and, if possible, to increase its earning power.
2. The treatment of the high-rental residential areas so as to conserve and, if possible, to increase their taxpaying power.
3. The re-development of close-in slums and blighted areas as an aid, if possible, in accomplishing 1 and 2.

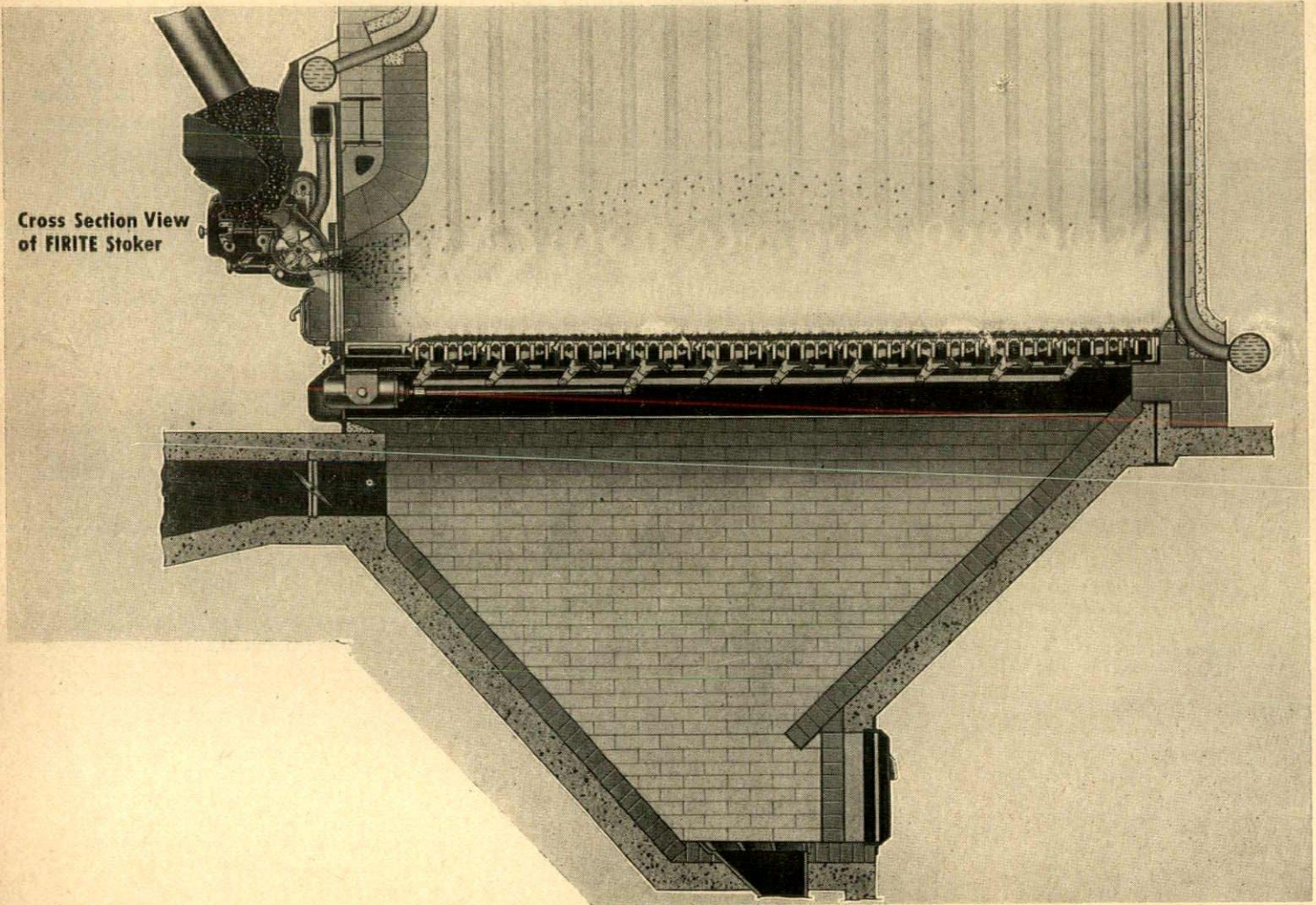
We should distinguish clearly between the different needs of different parts of a city and avoid sweeping generalities as though the city were entirely residential with children in

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need of playgrounds and autos to be parked anywhere in any part of the city, no matter what the particular part of the city is used for. The business center of a city is a place to earn a living in so that we can live comfortably somewhere else. It is not a place for "noon-time strolling" nor can it be "a place predominantly of green and open spaces," with "plenty of room for auto parking, leisurely strolling and window gazing."

The situation in the business centers is so serious that attempts at betterment should not be limited to a few stereotyped proposals. It should not be assumed, for instance, that more light and air, more ample parking lots, wider streets or landing places for helicopters, are the only solutions. It might be found that motor traffic control, particularly of private cars, and increase in use of mass transportation facilities, particularly of buses, would be a great help. Instead of assuming that buildings should be built higher and higher we might find it desirable to reduce the present allowable heights rather than to widen our streets. We should not overlook some remedy because some particular interest might be adversely affected. In the latter case the magnitude of the interest should be determined and possible alleviating measures considered. On the other hand, the enthusiastic recommendations of the spenders for "large-scale," "square mile by square mile" demolition and rebuilding, usually relying upon large Government subsidies, are not likely to be carried out until the Federal Government starts to reduce its debt.

What fundamental principles can be agreed upon? It is often stated that population and activities should be properly distributed throughout a city but few definite general principles are set down as to what proper distribution means. It may help some toward progress if some definite distributions are suggested as a basis for consideration by the many different groups whose interests are directly or indirectly involved and whose information and experience are needed in the solution of the problems.

As to the business center, can we afford to demolish and rebuild in order to give more light and air, or to widen streets, or to build new streets, or to provide ample parking lots? If assessed values, land and buildings, in the principal business streets run from \$100 to \$200 per sq. ft. such streets are not likely to be widened. If the streets are lined with buildings from 10 to 50 stories high they are not likely to be widened. Widenings in the outskirts on cheaper land only tempts more traffic into the congested high-value area where we cannot take care of it. It would be instructive to see a report on the costs and effects on assessed values of street widenings in, say, fifty different cities. It would also be instructive to see the figures on increased assessments of property adjacent to federally subsidized housing projects in, say, fifty cities. Time spent in getting this constructive information would be much more productive than time spent in any more counting of houses which lack bath tubs.

There is generally no room between important high-value streets for demolition for parking lots. Land within any convenient distance of the busiest streets may still have values running so high that demolition for parking lots in normal times seems unlikely. Present parking lots left by unplanned demolition may be badly located and too far from the shopping and business districts for convenience.

How important is the parking problem anyway? How many retail store customers drive to downtown stores in their own cars? How many business and professional men need to drive to the business center in their own cars? How well are the important centers served by the present transit facilities? How could these facilities be improved?

A compact business center is desirable for efficient transaction of business or for convenient shopping, and the buildings should not be spread out to allow "ample" parking lots near by. It is easier to do business in a city with moderately high buildings close together than in sprawling Washington with its relatively low Government buildings. Skyscraper office buildings a quarter of a mile apart, as imagined by some perspective renderers in advertisements, would not help the kind of business and professional activities which require personal contacts. It is difficult, for instance, to accept the program described in "The Boston Herald" of Sept. 25/43 which states that a committee of engineers will report to the Special Committee on Postwar Highway Planning "A program intended to give Boston the finest system of traffic control in

the East, with express highways and space for thousands of motorists to park and shop leisurely in the downtown area." The parking lots of the Sears-Roebuck stores in Boston and Cambridge give some idea of scattered buildings separated by busy motor traffic which this plan would involve. The large areas given up to parking lots in some cities surely do not show economical city planning as far as the transaction of business and economical supply of city services is concerned. Has the convenience of existing parking lots to the adjacent buildings allowed any increase in assessments on such buildings or has it slowed down the decline in their assessed values? In the shopping district it is difficult to imagine that convenience would be increased by more vacant spaces between buildings. It would require too much walking to shop in a number of different stores.

A point of view which contrasts strongly with the "park and shop leisurely" theory is presented in "The American City" for Sept. '43 in an article entitled "Tacoma Looks Forward" which states that "Automobile parking and automobile traffic in business streets is to be cut to the very necessary minimum. Automobile parking is to be provided conveniently outside of these districts." "The Committee proposes that especially the city's central retail shopping district prohibit all automobile traffic and that the pedestrian be permitted to use the streets for crossing at any point in the pedestrian area thus encouraging shopping——." Tacoma has a population of 107,611, Boston 770,816.

The general question whether we should rebuild our cities radically to accommodate motor traffic, particularly private cars, or whether we should regulate motor traffic and perhaps increase bus facilities to fit existing conditions, or whether we should find some reasonable means between the two, is too complicated to be covered here but it is also too serious to be settled by the offhand decision that everything should be planned to allow more people to drive into the business center in their own cars and helicopters.

Two numeric examples are worth considering. Assuming 25,000 persons to work in Rockefeller Center, 125,000 to visit it each day, assuming one car to each eight persons and each car to need 200 square ft. parking space, it would require 86 acres of parking space, or seven sub-basements covering the gross area of the Center (12) acres to provide that kind of "ample" parking space. How many people in Rockefeller Center are important enough to be thus accommodated to the detriment of traffic facilities which must serve others?

Los Angeles furnishes another example. The total curb parking space in the central business district will accommodate less than 3,000 cars. The total off-street parking facilities in the same area (including parking lots and public garages) is only 22,802 vehicles, or a total of 25,802 cars which can be parked at any one time, contrasted with 1,000,000 cars in the county. As it is now, 50 per cent of the ground space in downtown Los Angeles is devoted to parking lots.

These examples raise the question whether "space for thousands of motorists to park and shop leisurely in the downtown area" is practicable or desirable.

The large increase in the use of buses in New York City in recent years raises the question whether Boston buses, instead of serving mainly as feeders to rapid transit terminals, could run into the business center, as they do into the New York business centers, and thus serve business men and shoppers well enough so that they would not need to drive their own cars downtown. The use of buses and the further control of autos might well improve conditions without requiring expensive rebuilding. Some street widenings or new thoroughfares may be needed, however, between railroad terminals and docks for trucking.

Whether we plan to demolish and rebuild upon an expensive large scale, or upon too small a scale, or upon some reasonable scale, it is essential that we should decide first just what activities should be located in different parts of a city. If architects are natural leaders in city planning this is a good place to start by making up their minds. I repeat that large scale demolition of relatively modern buildings in or near the business center to give more open spaces or to allow street widenings or to provide ample parking spaces, is not likely when such land with improvements is assessed at from \$100 to more than \$200 per sq. ft. It is therefore important to

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Many worthy congratulations have been passed out to industry for outstanding accomplishments for the War Effort, but we take our hats off to *you architects* for the splendid part you have played during these trying times. We express our appreciation for the fine cooperation you have shown us in accepting substitute materials whenever it was necessary by War Production Board Regulations.

We are always alert to changing conditions and looking ahead to Post War planning, on which there has been much discussion. Regarding our opinion, we would like to contribute the following:

There is no doubt but that many lines will be improved and redesigned but, for the most part, it is our opinion that design changes will be gradual.

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consider what should be the guiding principles in the use of land in or near the business centers so that expensive changes can be avoided except where clearly shown to be necessary. Any redistribution of activities should respect existing values as far as practicable and yet should lead to the evolution of a good city plan.

A good city plan is one that helps the citizens to earn a living in its business centers and helps to provide good living conditions in its residential areas, or in adjacent suburbs, for people in different income levels. A good city plan should also allow the municipality to provide complete services economically. Current city planning discussions pay too little attention to the latter need. Boston maintenance costs in 1937 were \$80.80 per capita while the 42 other cities and towns which make up the official (not the census) Metropolitan District averaged \$54.80 per capita. We cannot allow all kinds of occupancies on \$80.80 land and we cannot allow city planning which makes maintenance costs too high. Some discussions of the subject seem to prove that the authors have never served in public office, attended a public hearing, read a municipal annual report, studied a city budget, or paid a real estate tax. Anybody who attempts to prescribe remedies in our American democracy must know from watchful study how our democracy actually works in practice.

What kind of buildings and what kind of activities should we encourage and what kind should we discourage as much as practicable? It might develop that the amount of demolition could be reduced and that the properly chosen developments and occupancies might more easily earn enough to pay the high taxes on such land. Traffic congestion might be lessened. If high maintenance costs and high taxes are necessary in the business center to provide the complete municipal services there required, as well as to allow business to earn still more to support the deficit districts, then the high-value expensively serviced land should not be under-developed with low-taxpaying buildings or left with vacant lots. But, on the other hand, skyscrapers are not necessarily the solution. The heights of buildings should not be fixed solely on the basis of the largest return on the investment in that particular lot, nor should they be fixed in relation solely to the width of the particular streets on which they front. In old cities, with narrow streets in the business centers and with relatively few buildings yet carried up to the maximum allowable height under present codes, it will be well to reduce heights instead of widening streets.

As to low poor buildings on high-value lots it is instructive to examine the variations in assessed valuations due to different developments of individual parcels or of neighborhoods and to consider just what kind of developments earn the largest taxes for the city. Consider the following examples.

Land assessed for \$40 or \$50 per sq. ft. is not developed to good advantage by buildings which add only \$5 or \$10 per sq. ft. to the value. Still less is land assessed at \$100 to \$200 per sq. ft. developed to good advantage by buildings which add only \$10 or \$15 per sq. ft. to the value. Nor is land used to advantage when buildings are torn down and land assessed at from \$25 to \$85 per sq. ft. is used for parking lots. At the other extremes is a lot assessed for \$17 per sq. ft. on the land with a building which adds \$62 per sq. ft. to the value.

As to tax receipts from different occupancies I have found by sampling the Cambridge values the following results.

| | Ave. area of lot (sq. ft.) | Ave. assessment per acre |
|------------------------------------|----------------------------|--------------------------|
| Apartment houses..... | 14,450 | \$423,000 |
| Business properties | | 287,000 |
| Industries | | 113,500 |
| Residences, \$10,000 and over.... | 11,050 | 74,300 |
| Filling stations | 7,560 | 69,000 |
| Residences, \$4,000 and under..... | 2870 | 41,400 |

We hear over and over again that real estate is assessed at far above its real value and that it bears too large a part of the local tax burden. If changes in the incidence of taxation are to be studied the Pittsburgh scheme of 100 per cent assessment on the land and 50 per cent assessment on the buildings may well be considered as one possible way of encouraging better buildings on high-value land. This is one form of the single tax. A committee is gathering information as to the experience with the single tax in Western Canada, South

Africa, Australia and New Zealand. In some cases it has been in effect for many years. This subject should be studied as to the effect it would have on the physical development of a city. I have myself been in correspondence with an architect in Melbourne and with a New Zealand official but they have a nearby war on down under and are busy with that. In this country we spend too much time in repeating that taxes are too high but we don't do any more about it than we do about the weather.

In connection with this problem of taxes the subject of tax-exempt property should be considered. I live in a college town and was Chairman of the Housing Authority when the first Cambridge project was put through. The project, of course, brought up the question of taxation. I have for years heard the tax exemption of the three Cambridge colleges given as the cause of our high tax rate. It has been as high as \$46.30 on the thousand in the recent past before the reduction brought about by war conditions. There are seven other college towns in Massachusetts, all except one of which have higher percentages of tax-exempt property than Cambridge, but they all have lower tax rates. Wellesley, which has 30 per cent of tax-exempt property as compared with 33 per cent in Cambridge, has a tax rate half as high as Cambridge. Some other communities, not so distinctively college towns, but having tax-exempt property running as high as 51, 53, 58, 61, 72 and 73 per cent, all have lower tax rates than Cambridge. Harvard College occupies 113 acres of tax-exempt land in Cambridge. Comparisons with some of the figures developed in studying the first housing project are interesting. That project site had an area of 10.5 acres and in its original condition cost the City more than \$75,000 a year in services in excess of what it paid in taxes. If the 113 acres of Harvard buildings could be removed and their places taken by property of low taxpaying capacity of the housing project site it would raise the tax levy more than \$800,000 a year to make up the deficit. Very few people ever consider the differences between ordinary taxpaying property and the various kinds of tax-exempt property in their effect upon city finances. Some tax-exempt property, of which colleges often furnish examples, attracts the best kind of residential development around it. Some such properties are so large that the maintenance of their own grounds relieves the community of considerable expense. College property sends no children to the public schools, puts no burden on the welfare budget or on WPA, does not ask for free treatment at the city hospitals or the poor house. The housing site, both before and after the new project, continues all of these burdens on the tax levy and pays only \$5,000 a year in lieu of taxes which is much less than the area paid before. A large part of the high-rental apartment development in Cambridge surrounds the College. It was attracted there by the College.

What kind of activities should occupy the business center itself? To answer this question we must try to decide what has caused the decline of values in the business center. Has the amount of business declined or has it become inconvenient to do business there? If the latter, what constitutes the inconvenience? The auto has led many urban residents to move to the suburbs and stores in the business center have had to follow a proportion of their customers and establish suburban branches where the auto trade could find parking accommodations. Has this development been necessarily injurious to the main stores? Would they have expanded more in the city if they had not been compelled to establish branches elsewhere? Trade taken away from the city stores by auto migration does not all go to the branches. Some of this trade warrants the establishment of new independent stores in the suburbs, some of them carrying goods of the best quality. Obviously they have taken trade away from the city. It is likely that any practicable amount of street widening or demolition for parking lots can be financed so as to tempt these customers back to the city stores? Can they be tempted back by improved transit facilities? As far as locations are concerned, the railroads, subways, street cars and buses may serve the shopping district well, but the cars are likely to be too crowded. The city transit lines lose customers whenever good stores are established in the suburbs which make it unnecessary for customers to ride to the city. Could buses serve

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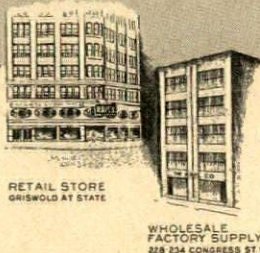
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the downtown area enough better so that crowding in cars could be reduced which, in turn, might tempt more suburbanites to use mass transportation instead of driving their own cars into the middle of the city? It is to be remembered in this connection that crawling along home in one's own car in jammed motor traffic is not the ideal end of a perfect day.

As far as vacancies in office buildings are concerned, the auto cannot be blamed as the only cause. Office buildings may have been overbuilt or the activities of business and professional men may have decreased. In the decade 1930-40 some cities and some metropolitan districts made little or no gains in population and some cities lost, although their metropolitan districts may have gained and very few metropolitan districts lost. Restricted immigration and lowered birth rates must be recognized as elements in the problem. These cities do not need more buildings as much as they need better buildings. Vacant offices in these cities are not likely to be filled unless an increase in industry, shipping or air transport creates a demand for more space.

Other than stores and office buildings the business center contains banks, hotels, amusements, restaurants, City Hall, Post Office, Court House, etc. The government buildings do not produce taxes and the hotels and restaurants depend upon the activity of business. In New England education and recreation are important activities but do little to embrace the prosperity of the business center of Boston. Buildings in the wholesale districts have been vacated because of changes in the methods of handling of some commodities. Can light manufacturing or even apartment houses be substituted in these areas? Growth in some cities seems unlikely and the best that can be done is to facilitate business as much as possible and all that can be done in this respect is to increase comfortable and rapid transportation and avoidance of any possible increase in congestion. In Boston, for instance, if all buildings in the business center were carried to the maximum height allowed by the building code the congestion would choke business altogether. The maximum height was 125 feet for many years and was changed some years ago to 155 feet. Few buildings have taken advantage of the increase and we might well go back to the earlier limit and thus keep our heights in better relation to the widths of the streets and to the traffic facilities.

Another way to help business is to reduce municipal expenses but this is unpopular at most city halls. And few citizens are interested enough to appear at public hearings unless their particular toes are stepped on. However, anything we can do in city planning to reduce the expense of municipal maintenance should be done.

Activities on close-in land, that is, in the zone next to the business center, now include wholesale stores, more hotels and amusements, apartment houses, high-rental and low-rental housing, secondary shopping centers, clubs, churches, schools, hospitals, etc. Can any of these be pushed into the business center to advantage or should some of them be pushed further out? Churches, schools and hospitals are tax-exempt. Do they occupy high-value land which could pay high taxes if developed in some other way?

Some activities are now often found in or near the business center which might well be located on less valuable land; for instance, certain kinds of office buildings, as for physicians, dentists and oculists, and the main offices of insurance companies, some retail stores, wholesale business, certain light industries, low-rent housing, etc. Where should markets be located? Jails?

Traffic by railroad, street car, bus and private auto would be less congested if the number of people riding into the center in their own cars could be reduced. Reduction and control of private auto traffic to the center might allow the existing buildings to be more adequately served by the existing streets and thus avoid large-scale demolition.

As one example, the home office of large insurance companies employ large numbers of clerical employees. Where can these buildings be best located for the convenience of the company, the profit of the policy holders, the convenience and economy of the employees, the reduction of traffic congestion and to use high-value land to the best advantage? These offices have relatively few customers who need to call

at the main office and the offices do not need to be located near the business center. Their numerous employees increase the traffic difficulties. Most of these main office employees receive relatively low wages. Must we therefore provide cheap housing, old or new, close in to the center so that these low-wage employees can walk to their work and thus avoid paying carfare?

Taking up this question of the living locations of low-wage workers in a little more detail. It is often stated that workers, ter of a city requires many workers some of whom, like especially low-wage workers, should live close enough to their work so that they can walk to work. The business censusgirls, clerical help, hotel and restaurant workers, elevator operators, building cleaners, etc., work for relatively low wages so that it may be claimed that they cannot afford carfare to carry them to low-value areas and that, therefore, they must live close to the business center and walk to their work. This theory has led to the assumption that old substandard low-rental housing must continue to occupy high-value land close to the business center or that new federally subsidized low-rental housing projects must be built on such close-in land. We cannot afford to demolish close-in slums on high-value land and rebuild on the same sites with heavily subsidized housing paying only a small sum in lieu of taxes. Therefore the assumption that any change in the use of this close-in land must still provide for low-wage business center employees should not be accepted without further examination in the light of today's conditions. If we can find a better use for such land and still provide good business and living conditions in appropriate parts of the city we may be able to replace blighted districts with more profitable investments.

How many people who work in the business center actually do walk to their work? A questionnaire to a few large stores and office buildings would give much needed information on this point. Do all of the people who live in the close-in areas actually work in the business center? How many of them work in other parts of the city? How many of them work outside the city? If any considerable number of them are found to be living close in because they cannot afford carfare and must walk to their work in the business center one solution might be to raise the requirements of minimum wage laws. An increased minimum wage might allow them to pay carfare. By their removal they would release valuable land for uses more profitable to the city.

It is to be remembered that people who have to work in the business center are not the only ones who like to live close in. Many others prefer to live near the center of activities and can afford to pay the economic rent for good housing. We do not have to limit our efforts to satisfying the desires of people who like to live near the center of activities but who cannot possibly pay the costs and who therefore become a burden on the profit districts.

The ideal location for the low-wage group would seem to be on land of relatively low value with low maintenance cost rather than on land assessed for \$2 to \$4 per sq. ft. with the most expensive municipal service maintenance costs. People living further out, on land assessed for less than \$1 per sq. ft., would not have to live in crowded slum tenements and they would not overload the transit facilities to the detriment of people who really have to go into the business center. In this connection it should be noted that the flexibility of bus service greatly enlarges the field of choice of locations for residences and that, in Boston at least, buses have not yet done their share in providing circumferential transportation nor have they provided transportation into the business center without transfer.

What can be done in the matter of mass transportation fares to help in proper locations for different kinds of residential development. For instance, the Metropolitan Transit District of Boston (14 municipalities) has, for some years preceding the present war conditions, made up the deficits of the Boston Elevated Railway at an annual cost for Boston of approximately \$1,850,000, for instance, in 1939, the other 13 communities paying also their share. The fact that the road has no deficit at present, by the way, is worth considering. New York City subsidizes its transit system at a cost of \$30 millions or more a year. These subsidies allow people who



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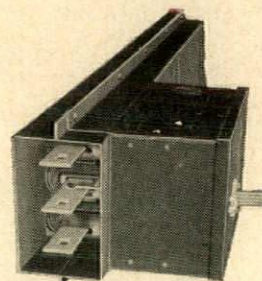
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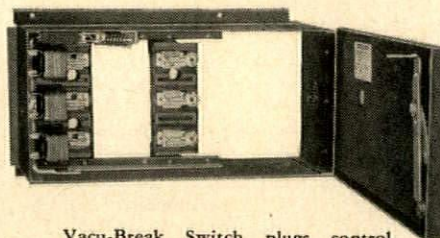
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business centers, in some cases in other communities. If these work in the cities to live at a considerable distance from the subsidies have encouraged well-to-do city workers, who might be called profit taxpayers, to live in other communities the city has suffered by the loss of taxes on their high-value residences. If, on the other hand, these low fares have encouraged low-wage city workers, who might be called deficit taxpayers, to move into other communities the city income has gained. If transit systems were subsidized still more fares might be reduced or fare limits might be extended so as to allow more low-wage workers to move out of the city. Unfortunately, both high and low-wage groups have thus moved out of the city, the removal of the high-wage group being a tax loss to the city and the removal of the low-wage group being a tax gain to the city. Whatever their taxpaying ability they have left slums or blighted districts behind them. The problem is to re-develop those areas so as to be profit taxpayers.

The question of the decentralization of industry and the living accommodations for employees is too complicated to be covered here. It should be noted, however, that a new industrial plant does something more than give employment and pay taxes on the plant itself and add to the sales of local merchants. The gains and losses to the city due to the plant and its employees must be evaluated as a whole. I have discussed this problem at some length in the "Weekly Bulletin" of the Michigan Society of Architects for Aug. 31/43. In general, industrial employees may cost the city much more in services than they pay in taxes. Even the plant itself may not pay enough taxes to equal the costs to the city to service it. Some industries and cheap housing may attract low-wage workers from other communities if those communities have no cheap housing. Brookline, Newton and Winchester, prosperous suburbs of Boston, do not attract additions to their welfare budgets. They do not have cheap rents or industries paying low wages. A comparison of Brookline and Cambridge is instructive in this connection. Brookline, population, 49,786, and Cambridge, population, 110,879. A rough sampling seems to show that Cambridge has more than eight times as many residences assessed for \$4,000 or less, than Brookline, and that Brookline has about eight times as many residences (not including apartment houses), costing more than \$25,000, than Cambridge. Brookline tax rate \$22.00 per thousand, Cambridge \$39.90.

What other classes of higher taxpaying activities could advantageously occupy these close-in areas if they can be made available? What activities should be kept out of the business center or even out of the close-in areas with advantages to all and with reduction of traffic difficulties? Hospitals and doctors', dentists' and oculists' offices do not need to be located in or near the business center but can be located on less congested low-value areas further out on transit lines. Such locations will give better chances for parking for the many patients and their friends who must, can or will use their own cars. As it is, some hospitals are now located in noisy neighborhoods with no adequate parking facilities, and they occupy high-value land on which they pay no taxes and which might otherwise be developed, for instance, with high-taxpaying property. Doctors' offices, bunched together so that many of them use the same entrance, congest parking space so that it is difficult to receive an infirm patient who must come by auto.

A study of assessed values of buildings compared with the values of the land which they occupy shows profitable and unprofitable uses of lots in residential neighborhoods as far as tax-earning capacity is concerned. In Boston, the apartment houses show much larger assessed values per sq. ft. than the single houses in the same general neighborhood.

An investigation would probably show that though the apartment houses require somewhat more city services than single houses in the same neighborhood the increased taxes from the larger buildings more than make up for the increase in service costs, particularly as high-rental apartment house dwellers are likely to have few children in the public schools.

A comparison of residence values in the high-rental districts as compared with building values on land of about the

same value per sq. ft. in the low-rental residential districts shows the desirability of higher, larger and better buildings in the latter neighborhoods.

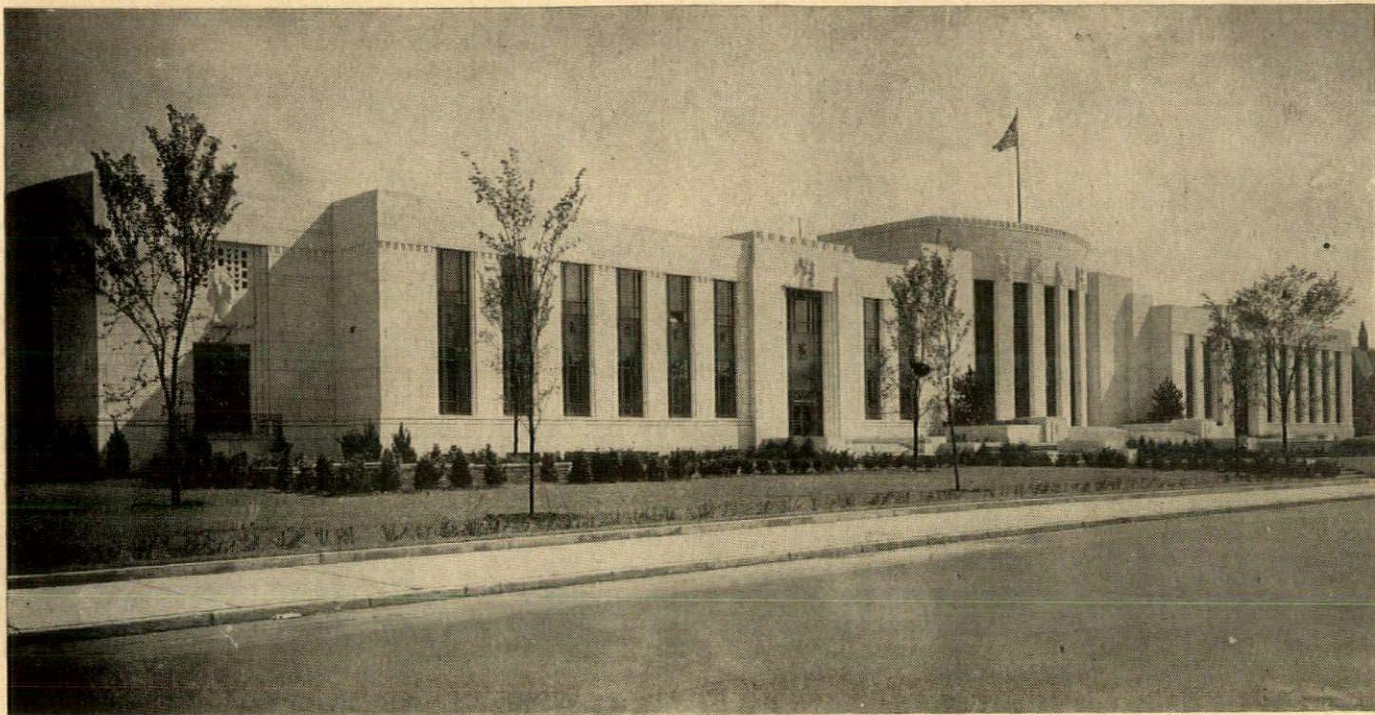
If slums and blighted areas are cleared what kind of development should take their places? It is often stated that the cleared areas should be used for greenbelts, parks, playgrounds, parking lots, etc. But we cannot afford to use much close-in land for non-taxpaying or low-taxpaying purposes. The land values are too high to allow such uses. The needs of the occupants of these close-in districts are not necessarily the same as those in other parts of the city. There may be very few children in these close-in areas and therefore playgrounds are not needed. Parking lots may seem to be the only reasonable use for such land but they give a very small tax return to the city. The land values are too high to allow use for subsidized low-rental housing projects which pay little or no taxes. Here again apartment houses suggest themselves for such areas.

In spite of all the advocacy of home ownership, there are many people whose employment tenure is so uncertain that they should not tie themselves to investment in a house. There are also many people financially able to own their own houses who prefer to live in an apartment. They include unmarried people, widows, couples without children, and old couples whose children have grown up. They do not like to bother with the maintenance of a house. They have no use for a garden. They prefer, other things being equal, to live near to business, shopping and amusement centers. They have a better right to ready access to those conveniences than low-wage groups who pay far less in taxes than they cost in city services.

It may be argued that the demand for new apartment houses is too small to fill up the areas now occupied by slums and blighted neighborhoods. But the new construction need not necessarily house more people than the buildings demolished. The new construction would, however, give much better living accommodations because, planned in larger units with large blight and air spaces instead of numerous small back yards and courts. The better class of buildings would command higher rents and could pay higher taxes, more in keeping with the value of the land. In regard to the question of the demand for apartments in general, it may be said that there has been a trend toward apartment house life in recent years. The decrease in the number of children and the increase in the percentage of old people is expected to increase the demand for small living units more rapidly than the increase in the population in general, and small families, childless couples and old couples often prefer apartment house accommodations. There are a great number of apartment houses in the competing suburbs of Boston. Instead of futile complaints of Boston officials that well-to-do people earn a good living in Boston but pay taxes on good residences in the suburbs, the officials might well consider what inducements they can provide to tempt such taxpayers to live in Boston.

As far as natural or artificial surroundings are concerned, the close-in areas in some cities may be as attractive as residential sites as some areas in the suburbs except that the close-in areas may be poorly developed at the present time. The more distant residential areas may be reached only by crowded street cars or by crawling autos in the rush hours.

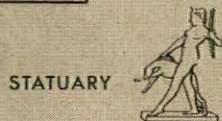
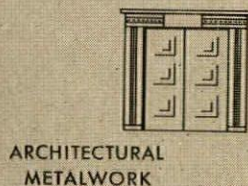
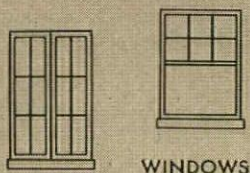
City officials hope to annex prosperous suburbs so as to benefit from the taxes on high-value residences, and many writers on city planning recommend combination of communities to share responsibilities. Some metropolitan activities are now thus shared but annexation is another matter. Suburbs, near Boston, at least, are unwilling to exchange their low tax rates and generally good government for the higher tax rates and generally poorer government of the City. Boston, for instance, has a tax rate of \$41 per thousand and other industrial cities close to Boston have tax rates about as high, while Brookline, a large residential town with no industries, has a tax rate of \$22.00 and Newton, a residential city with some industries but not enough to hurt, has a tax rate of \$27.00. Boston has an assessed valuation of about \$1940 per capita and would gain nothing financially by annexing the six nearby industrial cities with an average assessed value of



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about \$1360 per capita. On the other hand, Boston would be glad to annex Newton with an assessed valuation of about \$2400 per capita or Brookline with an assessed valuation of about \$3100 per capita. One way to get money out of the non-resident is an occupancy tax as in New York City.

On the basis of these figures why should so many writers on the subject recommend annexation and sharing of tax burdens on a metropolitan basis? Some of this cooperation has been established but, on the basis of experience in Massachusetts at least, municipal boundaries are not likely to be abolished easily.

Taking up the question of apartment house locations in a little more detail. The Housing Analytic Maps of the different cities, issued by the Bureau of the Census and based on the 1940 census, show graphically, block by block, the residential rent variations throughout the city. For instance, rents may vary from \$100 a month and over in certain good residential areas and fall to \$15 to \$19 per month in nearby areas less well developed. Parts of a city not so far away from the business center as the best residential areas may have rents as low as \$10 to \$19 per month although areas further out in the same general direction may have rents running from \$40 to \$74. It would seem that the areas nearest the business center should be built up with high apartment houses occupied by people with few or no children and having no use for playgrounds, clinics, nurseries, wading pools, etc., and who pay full economic rent. Many people value the opportunities that close-in living gives them and do not expect the extravagant light and air advantages which can be provided on cheap land. A larger use of roofs and setbacks would give them a sufficient access to light and air.

Apartment houses on close-in land cannot afford to be only three or four stories high and leave 70 to 80 per cent of the ground unused as was the case of many of the PWA and USHA projects. As to financing the new construction, we should do all that we can within reason to encourage investment by insurance companies and banks under the provisions of the new Urban Re-development Corporations Laws, even though the projects do not reach the perfection which some opponents urge. If financial institutions are allowed to invest in equities, instead of some of their government bonds, their policy holders and investors may be able to get a better return on their money. We need to know more of the real facts and figures of Parkchester, Clinton Hill and even of Stuyvesant Town.

We should get over the careless habit of stigmatizing as slums or potential slums high-rental developments which have been in existence in some cases for many years without abnormal depreciation and which still attract good tenants who can pay for the best. Private enterprise should not be compelled to meet extreme requirements determined by government officials who would never think of investing their own money, if they had any, in such an extravagant manner.

In order to prepare for possible urban re-development it seems to me that the studies like your Myrtle-Trumbull-Henry-Fourteenth Street investigation are of the greatest practical usefulness.

In Boston the City Planning Board has gone somewhat further in studying a definite site. The study is presented in two reports: "Building a Better Boston," published in Oct. '41, and "Rehabilitation in Boston," Vol. 2, published in May '43. The Board took as a sample a badly blighted residential district about three-quarters of a mile from the center of the business district. The Income and Cost Survey shows that the present annual loss to the City from this particular area is more than \$200,000. Four studies were made and a fifth will follow.

The report concludes that, with no more help or subsidy than the power of condemnation and the proposed adjustment of the tax assessment, no corporation would undertake a re-construction project, whether on built-up or on vacant land, for tenants not able to pay more than \$8.00 per rentable room per month. This sum in many cases would not carry even the taxes plus the maintenance and management. The draft of a bill included in the report fixes the annual taxes for the project as being \$10.00 per thousand on the fair cash value

of the complete project plus 5 per cent on the gross annual income, provided, however, that such tax shall not be less than the previous tax on the project. This provision would require a tax payment of \$10.30 per thousand in the case of the development for \$17.50 to \$35.00 rent and a tax payment of \$16.50 per thousand in the case of the \$35.00 to \$55.00 rent. The current Boston tax rate on non-subsidized property is \$41.00 per thousand. The respective differences measure the amount of the subsidy and it is to be noted that this is a permanent subsidy instead of tax exemption for a limited period.

Some re-development studies have shown the need of zoning revision and this brings up the question of competition between the city and the nearby suburbs as to the discouragement or encouragement of building activity by strict or loose provisions. In the Boston area, for instance, Boston, Cambridge and Brookline are all hoping to attract high-rental apartment house development. The zoning laws of the three communities are not uniform. Cambridge is now revising its zoning code. Should its requirements be so much more severe than the Boston or Brookline provisions that, although they might compel attractive developments with much more light and air than in the rival communities, their very severity might discourage developments altogether? What is the duty of those drafting the revision? Should they write it so that development will be attracted away from Boston and Brookline to Cambridge or should they take a metropolitan point of view? To have different zoning codes in Boston, Cambridge and Brookline is no more reasonable than to have different codes in Detroit, Hamtramck and Highland Park.

In the matter of zoning residential areas it may be questioned whether rigid uniformity in building heights and number of families per building is always necessary. A single family neighborhood is not necessarily damaged by allowing apartment houses, providing the coverage is carefully controlled. Children brought up in a certain neighborhood, and getting married, may be glad to live in a small apartment in the same neighborhood, and some couples, growing old, may feel the same desire. And there are people who prefer apartment house life but would like to have more light and air than high-value close-in areas can afford.

The consideration of zoning also brings to mind the suggestion of those who would limit the life of non-conforming uses to some reasonable period of years as has been done in the recently enacted Boston Building Code. If retroactive zoning can be found to be constitutional we can take a long step forward by providing that old buildings, which have already served a long life and have become a detriment to the neighborhood, shall be demolished without compensation to the owner just as fruit or meat which has existed too long is now destroyed without compensation.

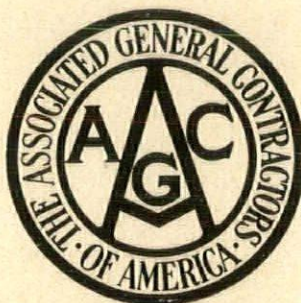
On the other hand, the suggestion that we should limit the life of a new building to some such period as twenty or twenty-five years is less reasonable. The industry, if it is to give the country its money's worth in buildings, cannot afford to waste construction simply because a new material or new gadget is on the market and must be sold. Some replacement of equipment will keep a building sufficiently up to date to last longer than twenty or twenty-five years. One wonders about the possibly shabby maintenance of a building nearing its death sentence end.

I would even raise questions in regard to the current advocacy of planning to create neighborhoods, and for this heresy I would be put out of the planners' union if I had ever been in the union. As a boy I lived in a neighborhood as naturally developed in those days. The children went to the same grammar school but the adults went to different churches and the children, growing older, went to the one high school. Such a neighborhood was natural, not designed, and contained families of different races, color, religion and somewhat different income levels. Traffic dangers were negligible then and greenbelts uncalled for. Neighbors knew all about each other, a fact which was not without some disadvantages. As a young man I moved into a large city and belonged to a neighborhood improvement association. This neighborhood was large enough to include not only its own grammar school but a variety of churches and shopping fa-

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cilities. We could not know all of our neighbors but became acquainted with some of the more distant ones through the improvement association, the activities of which brought us together. These activities were, however, likely to be rather selfishly confined to the interests of our own neighborhood. We tended to be isolationists.

Later in life, living in a smaller city in a metropolitan district, I have found the neighborhood idea to be totally unworkable as far as the great majority of the people are concerned. We form friendships in school, college, church, business, politics or service clubs, and we live anywhere in the city that we like and can afford. The auto allows us to visit our friends miles away. The family across the street or in another apartment may be of no particular interest to us. The back-slapping type of neighborliness is likely to be confined to a few people who get that way and to politicians running for office. The idea of creating neighborhoods artificially for increased mingling of all groups in a democratic society runs counter to the desire of most of us to live where we please and to refuse to be settlement workers. Too much emphasis on the neighborhood idea may lead to selfish grasping for favors for the neighborhood and failure to take a city-wide point of view, much less a metropolitan point of view as so often urged by city planners. I live in a city where I have been able to watch there forms of city charters at work and have helped to get them changed toward improvement. Now we have a small city council elected at large, instead of by ward, and can thus vote for the best man wherever he lives and then he does not need to be a selfish advocate of favors for his neighborhood but can take the city-wide point of view. Neighborhood units, if organized as neighborhoods, may act just as narrowly and selfishly as a ward councillor or an isolationist senator. We need more breadth and less shortsighted selfishness in our city affairs as well as in our national affairs. The neighborhood idea has definite limits, especially in built-up cities. A practical idea would be to have, in the first place, playgrounds for small children in the interior of each block and playgrounds for larger children in the interior to each neighborhood. There should also be separate primary and grammar schools for each neighborhood and all of these playgrounds and schools should be accessible without crossing busy traffic thoroughfares. Neighborhoods may be of such a size that some of them may naturally house a considerable variety of races, religion, color and income levels but not necessarily in every case. In built-up cities it will be impracticable to demolish a ring several hundred feet wide around each neighborhood in order to form a greenbelt but natural barriers such as busy traffic thoroughfares, railroads, rivers, ponds, existing parks, cemeteries, etc., may serve. The advocates of the contrary policy, that is, of carving up a built-up city into neighborhoods separated by greenbelts should work out the costs of such a major operation for a few different cities and let us examine the results to see whether, on the whole, they seem to make good cities to earn a living in and to live in and whether we can afford them.

As to gathering information for urban rebuilding. The census reports are soon out of date. It is to be hoped that we are not doomed to future WPA's to furnish personnel for detailed surveys which, again, can be made only at infrequent intervals. Anybody who has studied real property inventories, income and cost surveys, and some of the activities of the Bureau of the Census, and who is also familiar with the typical annual reports of municipalities, may well wonder whether the annual reports could not be made much more useful to city planners and to many others if city officials would report as far as is practicable on the matters covered by these surveys by some reasonable extension of their regular work. The "Housing Analytical Maps, Block Statistics" of the 1940 census, for instance, give certain information for each block separately.

It would be a great help in city planning and other city activities if this information, along with statistics on infant mortality, some diseases, juvenile delinquency, police cases, assessed values, and perhaps other information, could be reported every year, not by areas as small as a block and not by areas as large as a ward, but perhaps by census tracts or

voting precincts. Such annual reports of city officials would be nearer up to date than infrequent real property inventories, income and cost surveys, and census counts, and would cost much less. I have seen many city reports of several hundred pages which wasted far too much space on page after page of figures of little or no practical usefulness. On the other hand, I have seen many short reports from city manager cities which go to the other extreme, which waste too many pages on pictures of children wading in pools or of lineups of garbage wagons. We need more definite information about sore spots in our cities and we could do less bragging about the bright spots, if any. It would be a help to better understanding of our taxation problems if assessors would analyze the returns from different classes of use in some such way as I have tried to do in this paper. Such analyses might correct some of the current misunderstandings as to the advantages and disadvantages of new industries and the employees whom they attract, the extravagance of allowing certain developments on high-value land, the advantages and disadvantages of vacant land and tax-exempt property of different kinds, etc. City reports which give comparisons with other cities' maintenance costs are too much to expect but they would be of more use to citizens than many pages of figures telling how many people had each different kind of disease in each month and in each ward and how many gallons of water we had pumped each year in the last half-century.

Effective publicity is of course important. If the general public is to become interested in city planning we must not only enlist the cooperation of as many different people as we can from the beginning, but we must also interest the much larger number of people, who cannot thus cooperate but who must eventually vote, by concise publicity in the non-professional press. Few people have time to read the long reports of the Natural Resources Planning Board, the Urban Land Institute or the Temporary National Economic Committee.

I have not said a word about beauty which is so largely in the province of our profession in the matter of city planning. I have not attempted to discuss it because of lack of time and because others can urge its need better than I. It is an essential component. A few misguided wretches speak of a home as a machine for living but normal people try to make it much more, a place to gather around us the people and things which we love and enjoy. We make it as beautiful as our taste, our efforts and our means will allow. We are in control in our homes. When we go out into the city we no longer control. The physical city is the product of many different forces, we as individuals or as a profession having little effect on the composite result. This result is too often not even a good machine for living; it offers many insults to our best taste. Architects must prove to city dwellers that a city should not only be a good place to earn a living in but a comfortable and beautiful place to live in.

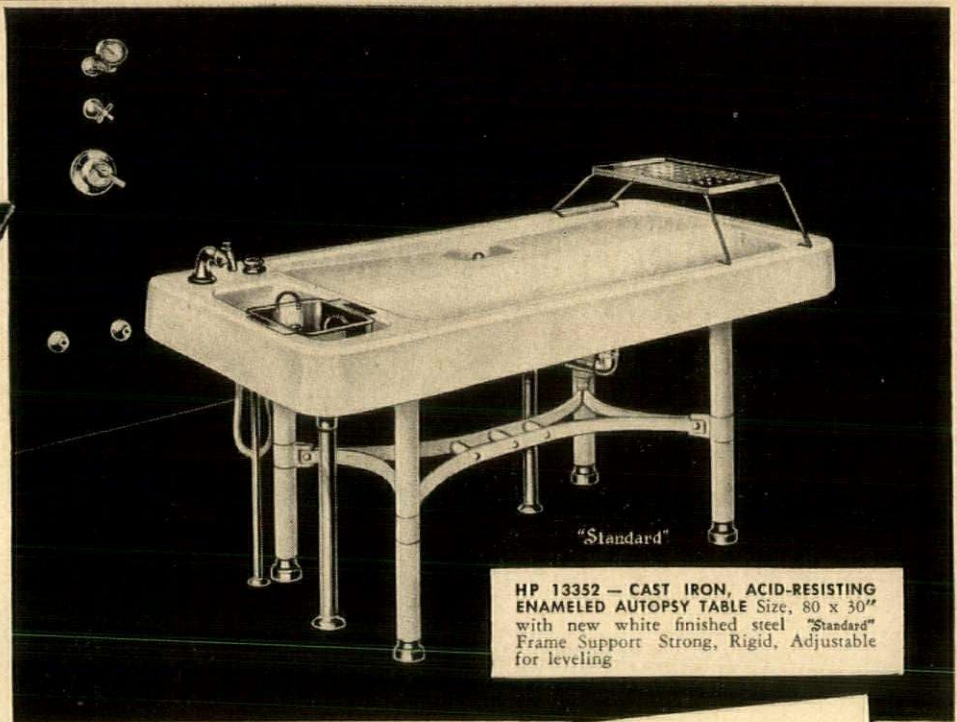
From The American Builder

Fight Needed—Building industry men and manufacturers need to take vigorous steps to combat the wave of foolishness and false promises that have been made by popular magazines and newspapers about post-war housing. This bad publicity is definitely hurting the industry. People are being led to expect \$10,000 worth of house for \$3,000.

The automobile industry took bold and aggressive steps to squelch the daydreaming type of articles that were beginning to appear about post-war automobiles. The building industry should do the same.

Antidote to Public Housing—The best way to avoid public housing is for private builders to do a better job. I believe a new type of post-war FHA Title VI low-cost rental housing would do the trick. Such privately built low-cost rental housing might be made doubly safe as a mortgage risk by setting up a maintenance fund from monthly rentals. Also by making sure that it is well laid out and built in the first place. With proper safeguards, such a project might be financed over a period of fifty years at 3 per cent interest.

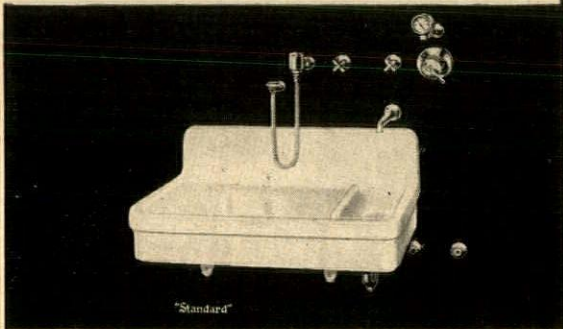
Given such terms as these, private builders could produce attractive, low-cost rental housing for less money than any public agency.



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Report of the Committee on Building Industry Relations, Michigan Society of Architects

Members of the Committee for the year 1943-44 are as follows:

Harry L. Mead, Chairman; George F. Diehl, Dalton R. Wells, Raymond C. Perkins, Frank S. Carson, Clarence H. Rosa, Raymond Stapert, Ralph E. Seeger, Clarence B. Merrill.

The year just closing has been, for most of the committee members, one of strenuous effort due to activities related to the war and in which little, if any, attention could be diverted to organization or committee work. However it is felt that a record should be made of the work done during the year looking toward a better understanding of the relations of the Architect with the other component parts of the Building Industry.

Inasmuch as the former joint committee headed by Mr. George F. Diehl have held many meetings with representatives of the Detroit Chapter, A.I.A., and representative members of the construction interests there, and the problems are no different from those elsewhere in the State, it is felt that the results of their work should form a basis upon which the present committee should build in the promotion of improved relations between the several interests involved.

There not having been any outstanding controversies among those interested in the various activities of the building industry the committee has been somewhat at a loss as to what pressing questions might be taken up and discussed and it has even been suggested that a better set-up might be a permanent joint committee consisting of architects representing the owners' interest, possibly engineers, building and other contractors, and manufacturers and vendors of materials. It might also be suggested that representatives of sureties, insurance and real estate interests be included in such an over-all committee or board.

These suggestions, of course, are based upon the assumption that there would be questions and discussions raised between the several interests of the building industry which would justify the existence of such a committee. It is the observation of some however that on the whole the building industry operates with very little friction, in fact it has been stated that for its size the construction industry is in the courts in a lesser proportion than any other.

Mr. Diehl submitted a report under the title "Un-Standard General Conditions" upon which the members of the former committee have commented and which brings out the short sightedness of the general use by Architects or Engineers of individually written general conditions rather than the standard form of General Conditions of the American Institute of Architects.

The following is quoted from a committee member's comments in the former report:

"The A.I.A. form of contract is a delicately balanced document. It provides the rules under which the work is to be done. The balance of these rules is easily upset. Changes which, on casual examination, appear innocuous, may have far-reaching effects.

"As a set of rules under which the work is to be done, the Agreement and General Conditions are the best instruments devised up to this time. There is no occasion for the architect to add to, or to modify them. To do so is to risk serious impairment of their legal and practical value. In spite of this many architects add to these documents by writing additional 'general conditions' of their own authorship into their specifications. Any such writing (unless it is confined to the supplemental information referred to above), if it means anything at all, can have only the effect of changing the meaning and application of the A.I.A. contract. Few architects are expert in law, and it is incomprehensible that so many believe they can improve a document which already provides for every contingency, is clear, and is in accordance with correct legal principles. What is needed, more than anything else, is a good understanding of the A.I.A. documents as they are.

"An architect must, of course, draft his documents according to his judgment of what will best serve the legitimate interests of his client. It is well to bear in mind that unfamiliar general conditions, obscure or burdensome in their provisions, generally add to the cost of construction, and often result in differences of opinion, discussions and delays.

"The Standard General Conditions have a great value to a client because they are commonly understood and admittedly fair. His interest is best served by using them unchanged, except for those supplementary conditions that are always to be expected."

A few comments on this subject as made by members of the present committee and others might not be out of place in this report.

1. Permits, licenses, fees.

Article II of the A.I.A. General Conditions might be honestly misinterpreted by a bidder as it seems to have been written to cover generalities. It should be supplemented by a definite statement as to whether the bidder is to include the cost of building, heating, electrical, plumbing and other permits in his proposal.

1a. Royalties and Patents.

It can be argued that the wording of A.I.A. article 10 invites misunderstandings. It would be easy to say that the contractor shall pay all royalties and license fees without exception.

2. Guarantees.

It must be admitted that to use certain manufacturers' or roofers' standard guarantees without modification is a fraud and leaves without protection the very points at which trouble can be expected, namely,—at flashings and connections. It incurs no hardship to include under a guarantee all roofings, flashings and materials in connection therewith if the bidder is so advised in the specifications, at least that is the experience of some offices and has been their practice. A guarantee can, if necessary, be conditioned upon certain periodical painting by the owner.

2a. Trade following another trade.

The question raised here seems to be adequately covered by the second paragraph of A.I.A. Article 35, but it requires for its proper functioning proper action on the part of the Architect when defects have been reported to him.

3. Guarantee signed by Contractor.

It would seem that this question and the Contractor's responsibility is amply covered by A.I.A. Article 36.

4. Specifications should be exact and complete.

Enough cannot be said as to the responsibility of the Architect or Engineer to the owner (and to the Contractor as well) to perform his complete services thoroughly, honestly and well. The whole industry suffers at the hands of the careless, incompetent, indifferent or unscrupulous Architect and scandal is brought onto the whole profession of Architecture. This subject is properly emphasized by Mr. Dalton Wells' statements. Mr. Wells also justly criticizes the mad haste in which bids are most often called. Much could be said in condemnation of this practice when it takes weeks or months for those in authority to decide a question of policy after which they set a deadline upon the work of others, the limitations of which permits neither Architect nor bidder to do an honest job. An educational campaign and the moral influence of the entire construction industry should be directed against all uncalled-for short deadlines.

5. Journeyman, Jurisdictional Disputes.

Specifications should not go beyond the requirement that work should be done by mechanics properly skilled in the work which they are to do.

6. Arbitration.

A.I.A. Article 40 covers the subject of Arbitration adequately.

7. and 8. Percentages Retained on Contracts.

Statements received from representative Sureties uphold the retention of 15% on all contracts through to completion under ordinary sized jobs as being necessary to insure adequate financial backing on the part of Contractors.

Exceptions are cited by Sureties as in the case of recent abnormally large government contracts where the usual practice of retaining 15% on the entire contract price would tie up great sums

J. A. UTLEY

GENERAL CONTRACTOR



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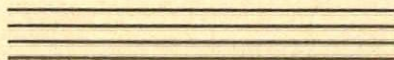
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of capital but this condition is held to be temporary as is recommended only under contracts of great size.

9. 10 and 14. *Addendas and Alternates.*

All agreed that the use of long lists of addenda and alternatives is to be discouraged as leading to confusion and unnecessary work by the several bidders on a contract. The too frequent use of bulletins during bidding is indicative either of incompetence on the part of the Architect, or that proper time was not taken to prepare the specifications and drawings.

11. *Specifying both method and result.*

This can be done if the specification writer knows thoroughly his subject from practical experience otherwise he should exercise care and not involve the owner in an impossible situation.

12 and 13. *Unit prices submitted before award.*

The circumstances of a particular case should govern. There is usually no point in getting a lot of unit prices if there is no actual reason for it.

Deductions or additions are often, and legitimately, figured at different unit rates.

15. *Damages.*

The subject of damages seems adequately covered by A.I.A. Article 31 and then you have the Arbitration Clause.

16. *Termination of Contract.*

Covered by A.I.A. Articles 22 and 23. You cannot hope to prevent law suits if there is no will to abide by an agreement.

17. *Details during progress of contract.*

Covered by A.I.A. Article 3.

18. *List of Subcontractors.*

Covered by A.I.A. Article 36.

It is to be recommended that not only Architects and Engineers but also contractors and suppliers should read and re-read and thoroughly understand the A.I.A. general conditions, many questions would be answered thereby. If any substantial part of the industry should conclude that these conditions need modification the subject should be

laid before the authors of the present conditions. *Or equal clause.*

To say the most for it "or equal" in a specification is an obsolete expression and indicates on the part of its author a lack of imagination, or vocabulary or both. It has been found in specifications written by our predecessors back in the Seventies.

The expression never defines who is to be the judge or upon what basis the equality is to be determined. It invites futile argument and is often used by the unscrupulous or misguided to pawn off inferior merchandise upon the Owner especially where the Architect is weak or happens to be busy.

Strange to say even many architects and engineers otherwise of good training when in the employ of government bureaus have insisted upon the insertion of this antiquated clause in specifications hiding behind the excuse "the Government required it."

All that the committee can do is to recommend that a better way be found to say what is required.

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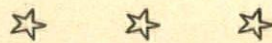
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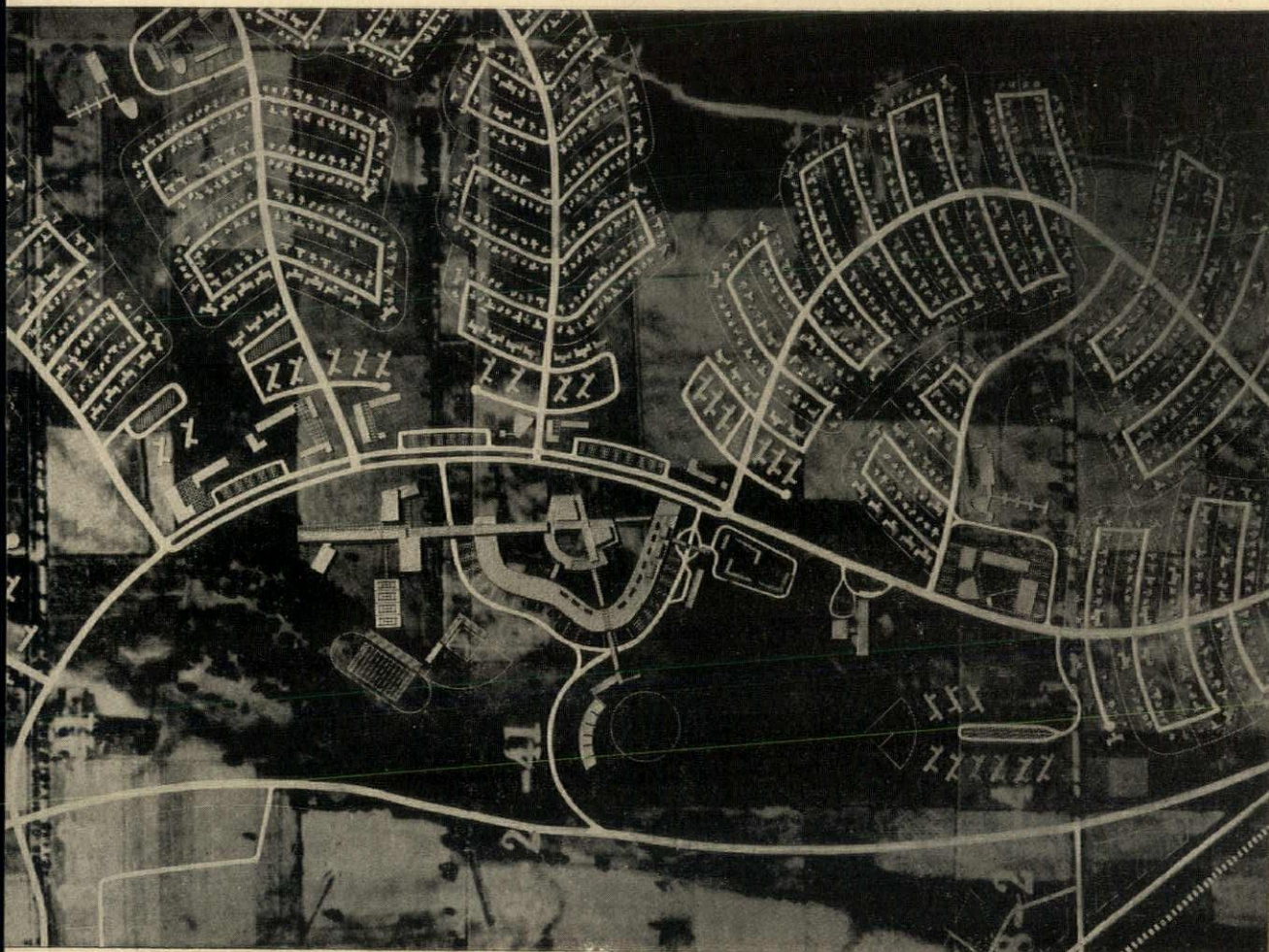
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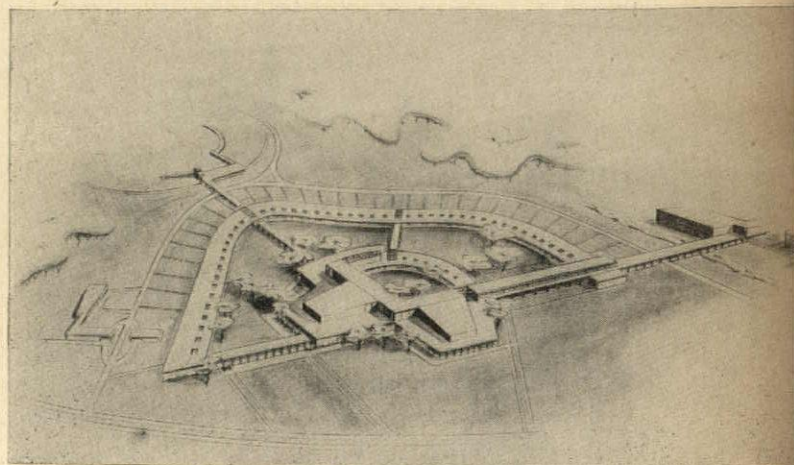


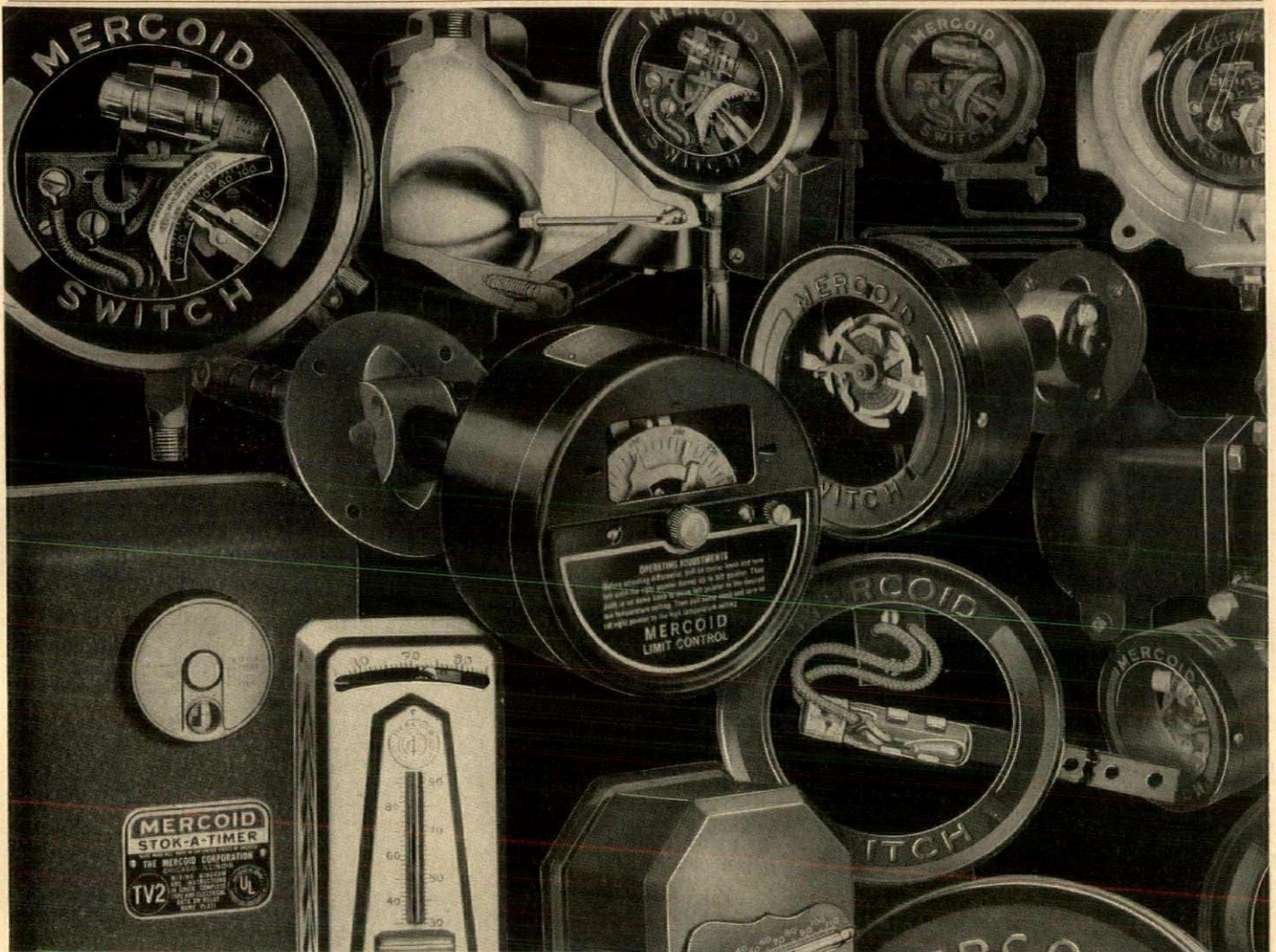
A SATELLITE TOWN

Wherein a complete residential community for 15,000 is planned with relation to transportation, employment and the other factors governing such a development. The model above was made directly on an aerial survey.

At the right is shown an air view of the main community and shopping center.

(Continued on Next Page)





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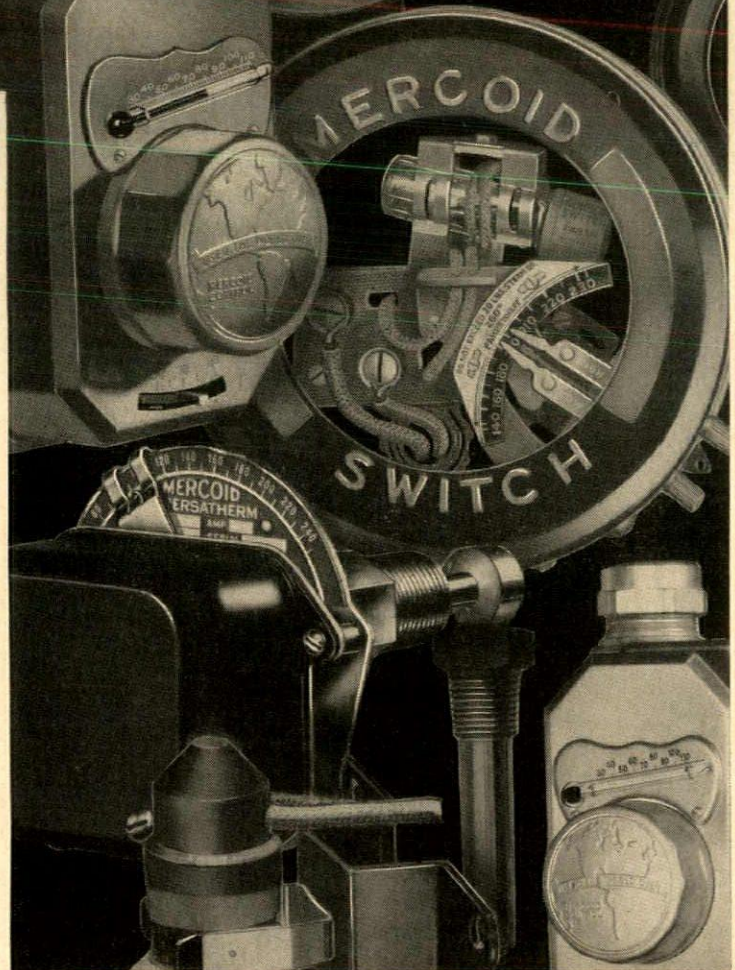
The Choice of Leading Engineers for Various Heating and Industrial Control Requirements

The pictorial presentation of Mercoid Controls shown herewith, represents some of the more popular controls in general use.

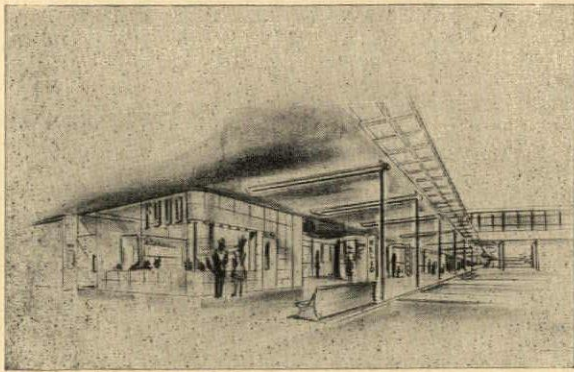
The exclusive use of mercury contact switches is one of the attractive features about Mercoid Controls. Engineers know from experience that hermetically sealed, dust-proof mercury switches insure better control performance, longer control life and greater control economy regardless of cost.

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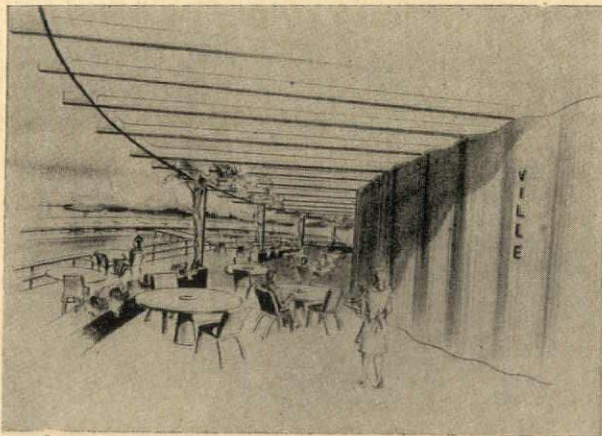
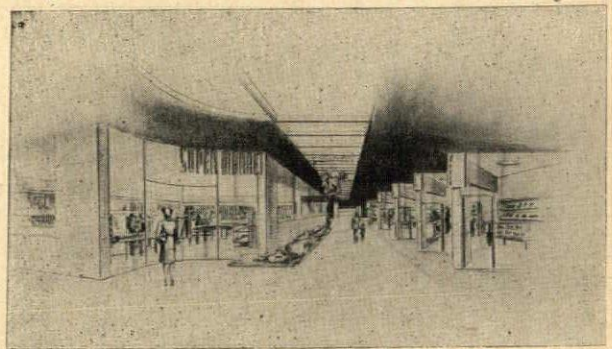


SMITH, HINCHMAN & GRYLLS, INC., ARCHITECTS AND ENGINEERS, DETROIT, MICHIGAN



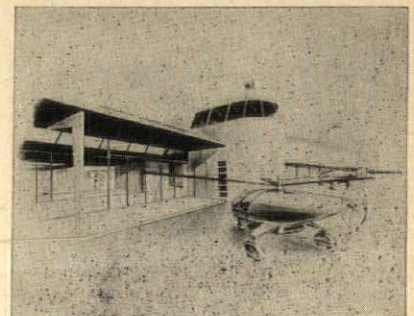
The architects have handled the shopping center in a modern manner, affording flexibility. Covered sidewalks invite window shopping.

The use of large areas of glass, together with unusual treatment of display cases and signs lend a smart atmosphere to this arcade.

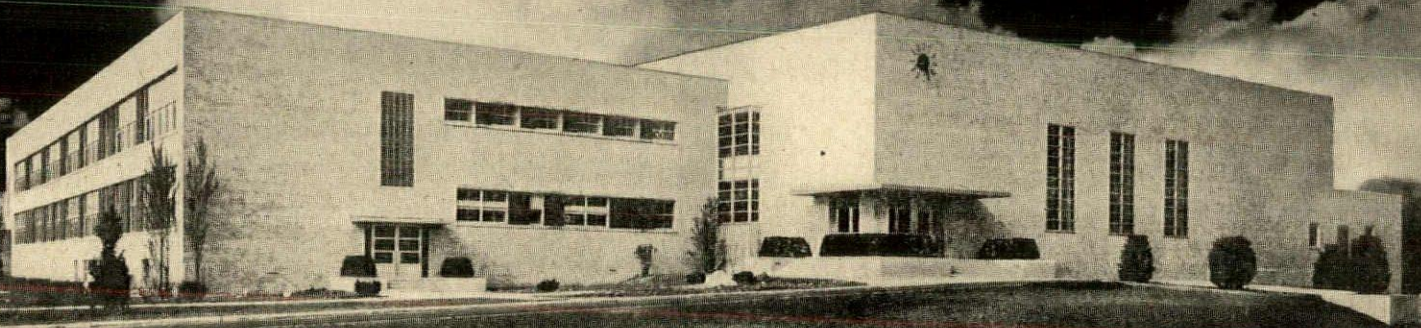


The terrace restaurant has a festive character, imagining and inviting.

The helicopter has not been forgotten, against the time when it will or may be in common use. This "Heliport" makes a bid to supplement the automobile gas station of the future.



A MODERN approach to SCHOOL Construction



The modern, extremely functional Junior-Senior High School, Union Free School District No. 6, Harrison and Rye, N. Y. The main entrance has an extruded aluminum and glass marquee. Imposing fenestration, also extruded aluminum, adds an impressive touch to this well-conceived educational plant. Architect, Robert P. Vignola, Harrison, N. Y.

For today's requirements and for the days to come when the need for Schools and other public buildings can be exactly met, the importance of a background of many fine schools successfully constructed is of vital importance.

The John A. Johnson Contracting Corp. has such a background, not only for Schools, and other public buildings, but also for the construction of complete cities and towns, water-works, sewerage systems and the related utilities and facilities.

Literature will be mailed upon request

ROBERT P. VIGNOLA, Architect
Harrison, N. Y.
(Junior-Senior High School)

I wish to take this opportunity, now that the Junior-Senior High School (Harrison, N. Y.) has been completed, of expressing my appreciation of the business-like way in which your firm carried thru this half million dollar project.

I can assure you that should I have another similar project, I sincerely hope that you may be the successful bidder and that I may have the opportunity of renewing the pleasant relations that have existed throughout the entire construction of this school.

(Signed) Robert P. Vignola

CARL W. CLARK, A.I.A., Architect
Cortland, N. Y.
(Fort Ann School, Fort Ann, N. Y.)

... Thruout the progress of the work, (at Fort Ann) your corporation was all that one could ask and the completed product is one of which the School authorities, the State authorities and this office are justly proud.

Our administration work was made easy due to the efficient office practices of your company.

(Signed) Carl W. Clark, A.I.A.

ROBERT R. GRAHAM, Architect
Middletown, N. Y.
(Goshen, N. Y., Dundee, N. Y., and Montpelier, Vt.)

The issuance of your final payment on the Goshen project brings to a conclusion 3 years of close association with you on the construction of 3 of my largest school buildings.

It seems appropriate now to thank you for your careful work and to congratulate you on your organization, your superintendence and ability to expedite your work.

It has been a pleasure to work with you, and I trust that we will soon have work which will be of interest to you.

(Signed) Robert R. Graham

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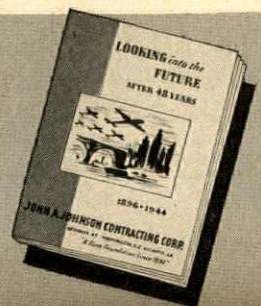
Fort Ann School, Fort Ann, N. Y.
Carl W. Clark, A.I.A., Architect.



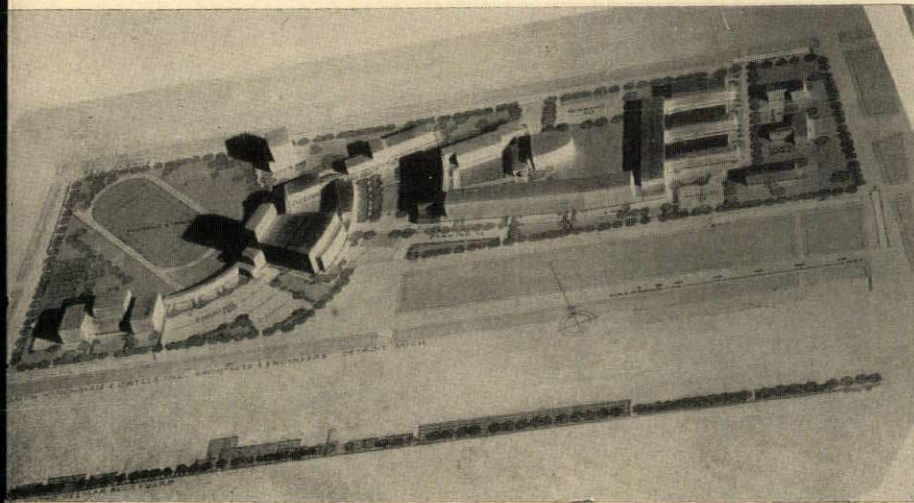
Wing of Central School, Goshen, N. Y. Robert R. Graham, Architect.

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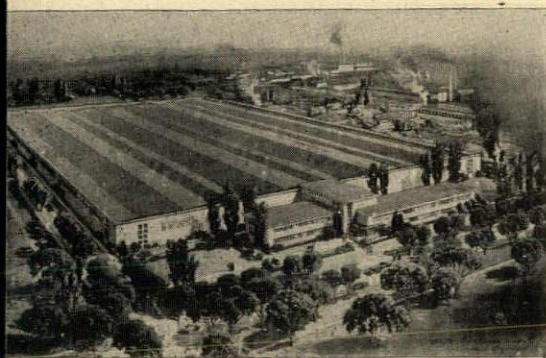


SMITH, HINCHMAN & GRYLLS, INC., ARCHITECTS AND ENGINEERS, DETROIT, MICHIGAN

A PAROCHIAL SCHOOL FOR
A MIDWEST CITY

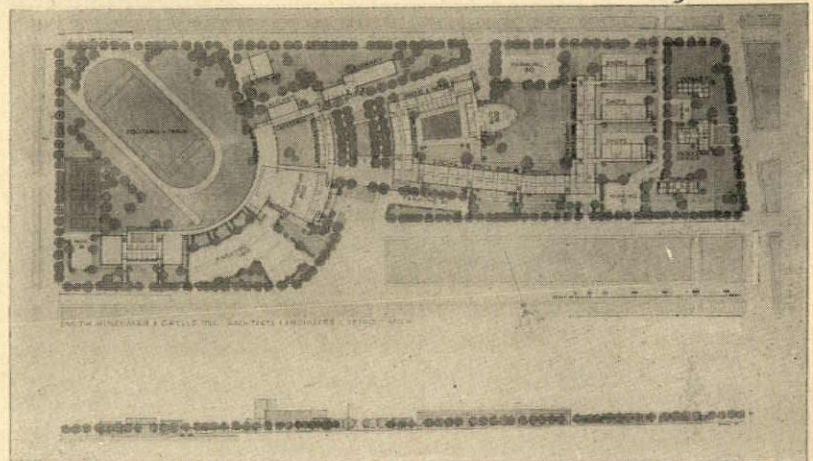
At left and below

The sketch plan and model were used to show the inter-relation of the required buildings and their adaptability to the site.



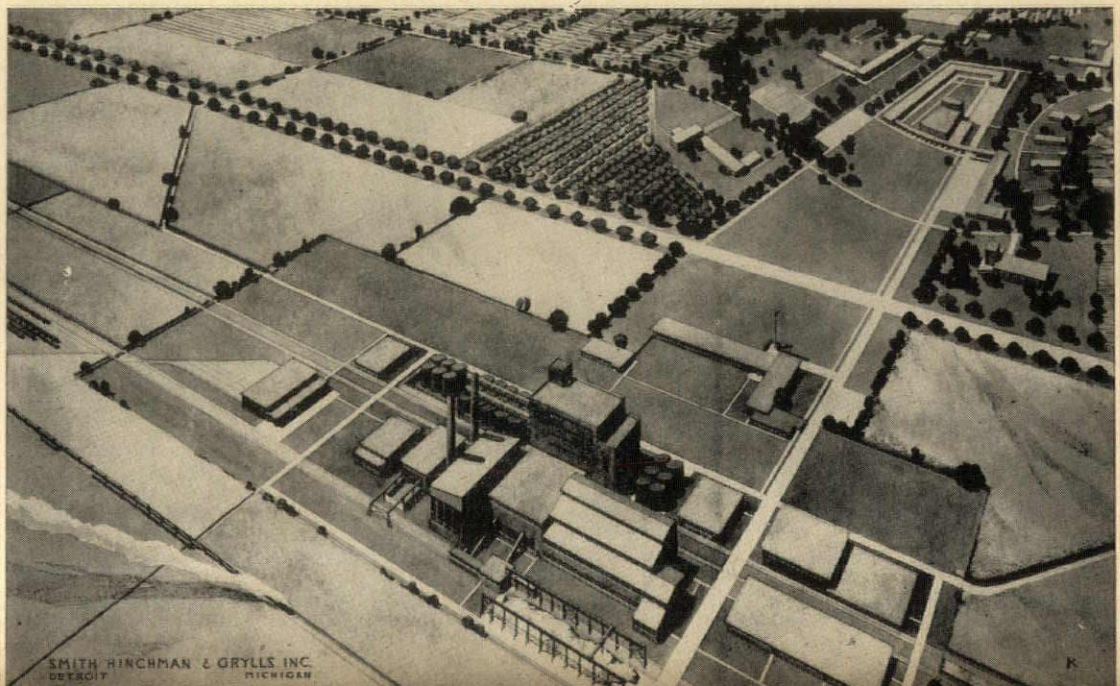
Above

Proposed post war plant for manufacture of aeroplane parts.



At right

A proposed industrial and agricultural project in the Orient, including the necessary housing for workers.



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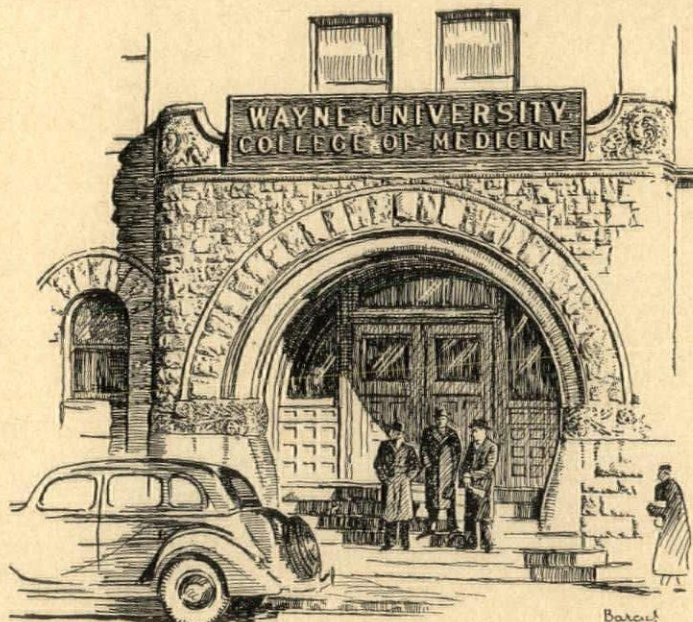
DETROIT, MICHIGAN

THE STORY OF DETROIT'S MEDICAL SCHOOL

By Frank Barcus, (City Plan Commission)
Author of ALL AROUND DETROIT

Seventy-five years ago Detroit's first medical school was born. Today Detroit is planning on raising \$50,000,000 or more as a starter for a modern civic medical science center. Of this amount 40 per cent is for building and equipment. Most hospitals are founded on an insufficient endowment fund and can not possibly do the comprehensive work they should. Detroit has fixed a goal of \$30,000,000 as the amount desirable for endowment for personnel, program, maintenance and research.

With the approval of the City Plan Commission, the Board of Education has selected a 53-acre site bounded by Warren, Brush, Ferry and Hastings, for the development of Detroit's Medical Science Center. The location is ideal, being close to Wayne University and the cultural center, and to the established hospitals, which include the Children's, Woman's, Harper and Grace. It is also close to most of the doctors' offices.



Nearly every large city has at least one important medical center; New York and Chicago have four each; Philadelphia has five. When the famous Hebrew University was planned in Jerusalem in 1925 the first unit to be designed and completed was the Medical Center on Mount Scopus, a group of monumental structures that dramatize the courage and vision of the planners.

The office of Smith, Hinchman & Grylls has been commissioned to prepare plans and specifications for the new Medical Science Center of Wayne University. Pictured at the right is model by that office used in studying the problem.

Above is Frank Barcus' drawing of the entrance to present building used by the Medical College.

In the Medical Center the hospital and their dependencies will be linked with the medical faculty at Wayne University. Medicine can be taught effectively only when a sufficient number of selected cases are available at all times. Only with its own hospital can a medical college give its students the best clinical instruction. \$5,000,000 is allotted to the Halls of Medical Science which will adjoin the hospital and house and schools of medicine, dentistry, pharmacy, nursing and other related sciences.

A medical library is necessary to such a plant, not only for students and faculty but for practicing physicians as well. At present there is no complete medical library between Philadelphia and Chicago. \$1,250,000, therefore, will go towards a Library of the Medical Sciences. Another \$1,000,000 will be spent on the Institute of Biological Research, where quarters and laboratories for research and teaching through the use of a variety of animal species will be available.

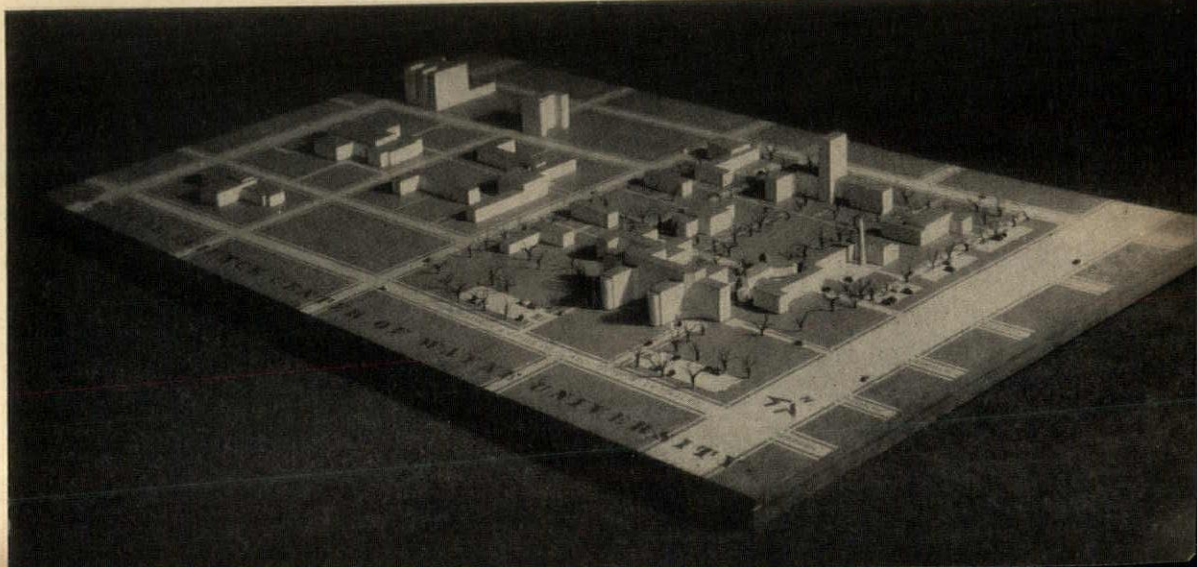
There are 3,600 practicing doctors in Wayne County. The Medical Center will furnish them with resources in the way of continuation classes. The science of medicine is constantly changing and, through the Center, will keep abreast of medical progress. Of all the practicing doctors in the state of Michigan 1,694 were trained at the University of Michigan and 1,552 by Wayne University. One half of all the doctors in Michigan practice in Wayne County. \$2,000,000 will be spent on the Institute of Continuation Study, which will contain classrooms, laboratories, and other facilities for postgraduate study for practicing doctors.

Other units will be the Nurses' Home (\$1,000,000) to house student nurses and nurses employed in the hospital; Dormitory (\$1,000,000) to house resident physicians, internes and students; Recreation Center (\$500,000), Power House, Hospital Laundry and Garage (\$500,000).

A very important feature of the Medical Science Center will be the Institute of Industrial Health (\$5,000,000). This will be the only one of the 12 units that industry will be asked to finance completely. Support of the staff specialists, laboratories and research projects will cost up to \$500,000 a year. It will be a vital and unique research institute and the only one of its kind in the world.

No single hospital can offer a comprehensive program of medical obligations such as this one now being planned in Detroit. While the immediate beneficiaries will be the people of Detroit and Michigan, the scope and excellence of the work to be done will insure results of the greatest service to mankind.

Detroit is the only major city in the country without a medical center, just as it was the last major city to recognize the need for a zoning ordinance as a means of controlling and stopping the cancerous growth of a disorderly land use.



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THERE ARE NO PRIORITIES ON PLANNING

Architect says "Last Word" in Building Materials is like Tomorrow Don't Wait for Revolution

By GEORGE F. DIEHL, A.I.A.

There seems to be little doubt in the minds of those associated with any branch of the Building Industry that there will be an extraordinary demand for new construction immediately following the war.

We know, of course, that the federal, state and municipal governments are planning a huge program of public work, but there is every reason to believe that this will be greatly exceeded by civilian requirements.

The latter will probably include every type of structure intended for normal peace time functions.

To those familiar with the history of construction, there is no need here to analyze the reasons for these beliefs but, to those outside the industry, it should suffice to point out that the most salient ones, including obsolescence, the general wartime stoppage of normal construction work, and new types of structures to accommodate the newer industries such as aviation, plastics, electronics, etc.

Conceding the demand, it just naturally follows that it is the essence of good business sense to plan for it now, and by planning I mean the actual preparation of working drawings and specifications except, of course, where there is any reasonable doubt of exact requirements. Even in the latter case it would be well to prepare preliminary drawings.



Diehl

Probably the most common argument advanced against the idea of postwar planning is that our plans may be obsolete by the time that indefinite peace time arrives. That argument is certainly not valid for those whose needs are immediate. It is, of course, reasonable to expect new and improved methods of construction, mechanical equipment, and a number of new materials. However, it is unreasonable to believe that these can be produced and ready for distribution immediately after the war.

The producers of building materials are in exactly the same position as the potential client. They know their requirements, they can plan for them now, but until the green light is given, they can neither alter nor build new plants, nor provide them with tools and machinery for the new production methods.

My guess is that it will take at least a year, and more likely two years after the war, before any sizeable amount of materials and equipment can be placed on the market.

When these new materials and methods make their debut, they have yet to be tried before they are accepted generally by architects and owners, and so time marches on and if, as we have agreed, there is need for immediate post war construction the only way to assure it is to plan now with the time-tested materials of the pre-war era.

Even during the normal peace time

eras there is always a steady progress in the development of new materials and methods and, to a certain extent, the argument used against the idea of planning now for post war construction could be applied with equal logic (or lack of it) to any planning.

There is nothing in the idea of planning as advocated here that would preclude substitutions of certain newly-manufactured products if they should become available and if they should meet with the approval of both architect and owner.

I suggest that Building Industries slogan might well be, "Plan now, don't wait for the latest, it isn't out yet!"

There is another factor about post war construction about which we cannot be as definite, viz—construction costs.

It is generally conceded that there is little likelihood of any reduction in wage rates, although we should certainly have a right to expect greater efficiency from labor when the manpower shortage is ended. This should spell some lowering of costs immediately following the war. There should also be a certain amount of drop in the cost of a number of building materials when the war time demand has been met.

Whether or not we may hope to return to pre-war building costs for a time, remains to be seen. It depends too much on a number of circumstances which are as yet hard to determine, the duration of the war being one, and the political situation another.

Should such a drop in building costs come for a time, we have reason to feel that it can hardly last for long, as indications are toward a definite increase in prices all along the line, unless the old law of supply and demand ceases to function.

The general idea of post war planning is so generally accepted that it needs no selling argument but I would like to stress the fact that if you can, with any degree of certainty, determine your immediate needs for that period, by all means, do so immediately. There is nothing to lose and much to gain, for the following reasons:

1. Your architect can devote more time and study to your problems, when he is not too busy.

2. In the case of commercial and industrial work, the architect's fee for drawings is deductible for income tax purposes, as it is a portion of the cost of a project.

3. Drawing cost can be predicated upon prewar building costs. Architects supervision fees are not paid until the actual period of construction, at which time the fees should be adjusted to prevailing construction rates.

4. In many cases, owners can afford to give more of their own time now to the study of the plans while they are in progress than they may be able to devote during the rush of post war activity.

In the case of churches and many other institutions, whose revenues have been enhanced by the wage increases of the present, there is a more ready response to a plea for building improvements. Moreover, definite building plans will actually be an incentive for even more generous giving on the part of the constituents.

NEW YORK IS READY

The nation's largest city appears ready for quick and effective transition from wartime to peacetime economy, with \$1,300,000,000 already earmarked for immediate postwar expenditure by a relatively small segment of its businesses, the New York Postwar Industrial Committee has reported.

Based on the committee's report of a two-month survey, Mayor F. H. LaGuardia issued a statement which said that the amount would be spent by 1,003 of the city's 140,000 private business and industrial firms, a billion of it in the first two years after materials and manpower are available.

Estimates 15 Million New Homes Required in 10 Years

Fifteen to 20 million housing units will be needed in this country during the next 10 years, and Europe, to repair the ravages of war, will require something like 100 to 125 million new homes, Bror Dahlberg, president of Celotex corporation, estimated for stockholders at their annual meeting recently.

Along with the new housing which this country will require, the need for new stores and other service buildings will keep the building industry busy, Dahlberg predicted. The late Albert Kahn, industrial architect, he recalled, estimated that more than half the factory buildings in this country will have to be rebuilt or rearranged, if the companies operating them are to maintain their place in the competitive race.



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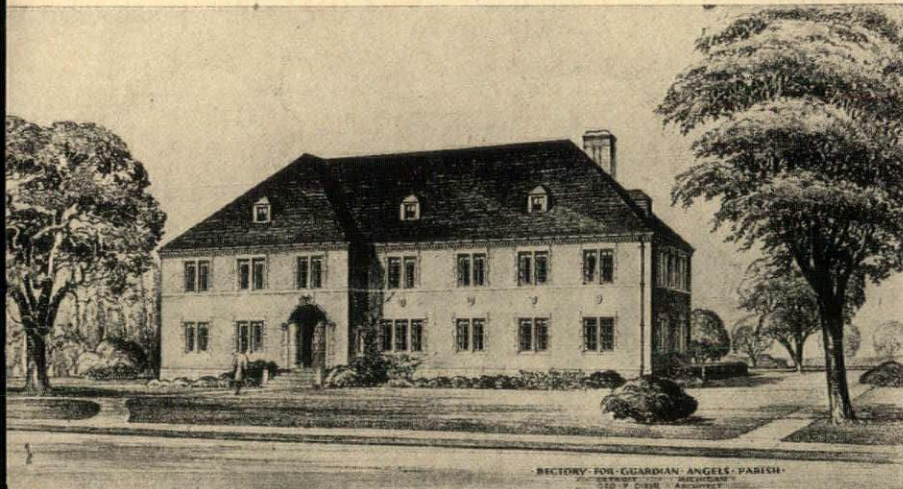
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GEORGE F. DIEHL, Architect.



RECTORY FOR GUARDIAN ANGELS PARISH

This rectory is another proposed unit of the Guardian Angels Parish group and will be built on the corner of Alma Avenue and Kelly Road, Detroit.

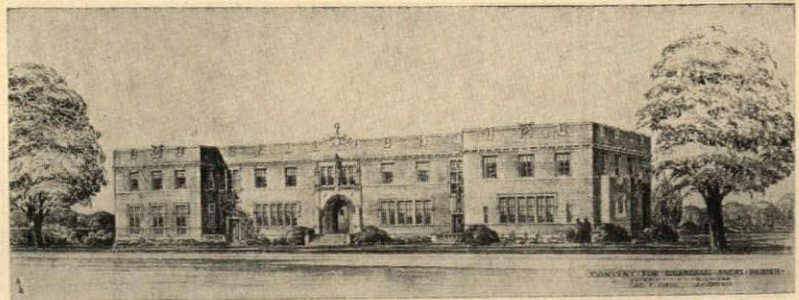
This building which is of modified gothic design to harmonize with existing buildings, will be of fire proof construction. The exterior walls are of face brick veneer attached to Stran-Steel studs and the floors of Stran-Steel joists with concrete. The roof is of slate in variegated colors and thickness. The building contains offices for the administration of the parish, accommodates four priests and an apartment for the housekeepers. The plan of the building is L shape with one wing 66 feet long and another 50 feet- 6 inches long. There is a four car garage attached.

On this and the following page are pictured work of the office of George F. Diehl, A.I.A., Detroit Architect.

Actual working drawings and specifications are now being prepared for these projects, so that they will be ready for construction immediately after the War. In addition, the same office is preparing plans for four schools and school additions, three churches, three convents, three auditorium and gymnasium buildings for various Roman Catholic parishes in Detroit and Michigan. A number of these are in the preliminary stages but it is intended to complete plans on all of them during the War era.

GUARDIAN ANGELS CONVENT

This convent is to be part of a group of buildings for Guardian Angels Parish, will provide accommodations for 20 nuns and is so designed that extensions may be readily made to accommodate 10 more nuns in the future. The building is approximately 134 feet by 42 feet and is of fire proof construction. The exterior facing will be of pressed brick with limestone trim.

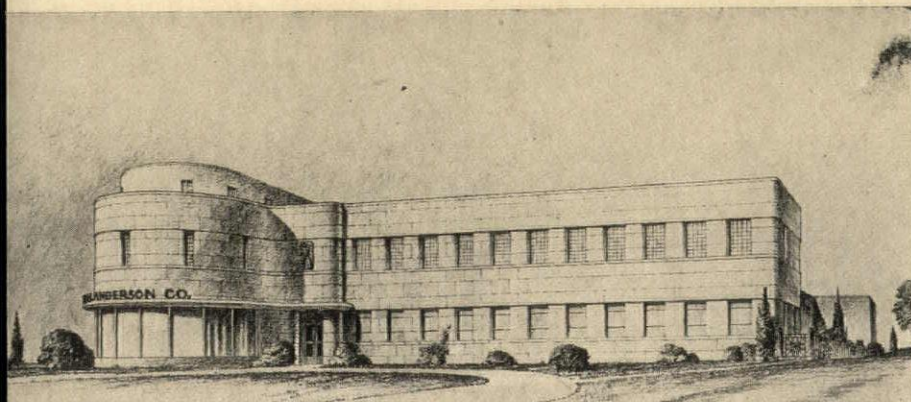


SALES AND SERVICE BUILDING

This modern structure covering an area of more than 100 feet by 260 feet will be of modern fire-proof construction. The office portion which is two stories in height will be faced with cut stone.

The Owners who sell and service, construction and road building equipment, feel that the investment is warranted by the expected increase in demand for their products after the War and that what is worth doing at all is worth doing well, so they are including every modern convenience for customers as well as for employees.

The side walls of the service area are of cinder concrete blocks with panels of hollow glass blocks. There will be shower baths and dining rooms for the help, modern food handling equipment, a large entertainment hall with stage and cocktail bar, etc. The offices will be air-conditioned and sound proofed.



When Peace comes rushing up the road...

WHEN Peace comes, it'll come in a truck . . . in a truck loaded with Building Materials for those post-war homes your clients have been waiting so long to build.

There'll be all the products for which Flintkote is famous . . . Asphalt and Asbestos-Cement Roofings and Sidings . . . structural and decorative Insulation Board . . . Rock Wool Insulation. There'll be Waterproofing and Dampproofing, Asphalt Sealed Sheathing and Sound Deadening Materials. And Tapered Strip

Shingles will be "back from the war"!

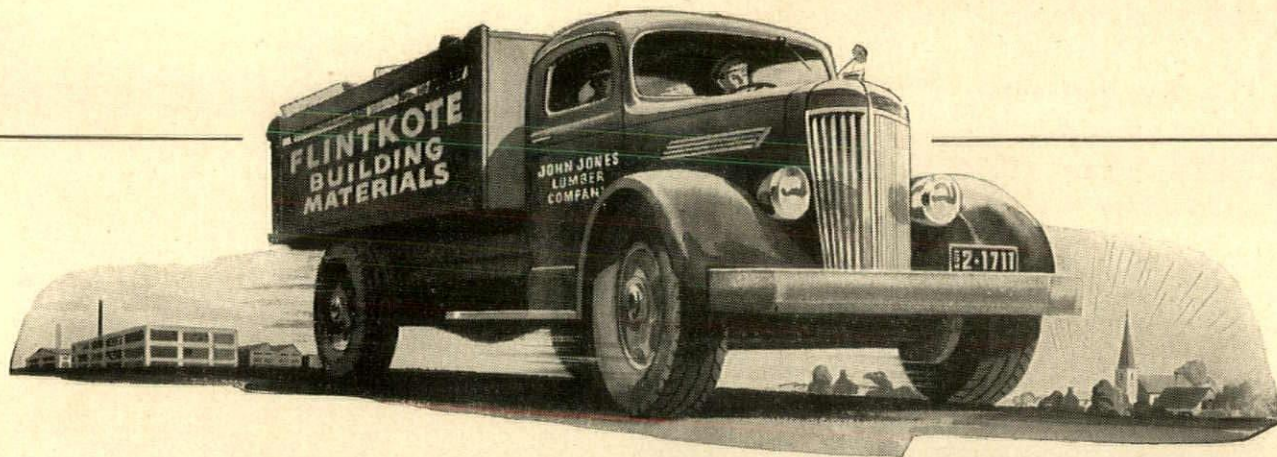
And your pencil will fly over the paper . . . busily planning those cozy homes for smiling families to move into . . . homes built staunch and sound with the help of the tested and true Flintkote Products that will be fairly streaming through dealers' stock rooms.

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IN those modern, ultra-small post-war homes you're going to build, *room to live in* will be your buyer's chief demand. So old-fashioned separate dining rooms and kitchens are definitely out; they waste too much valuable space.

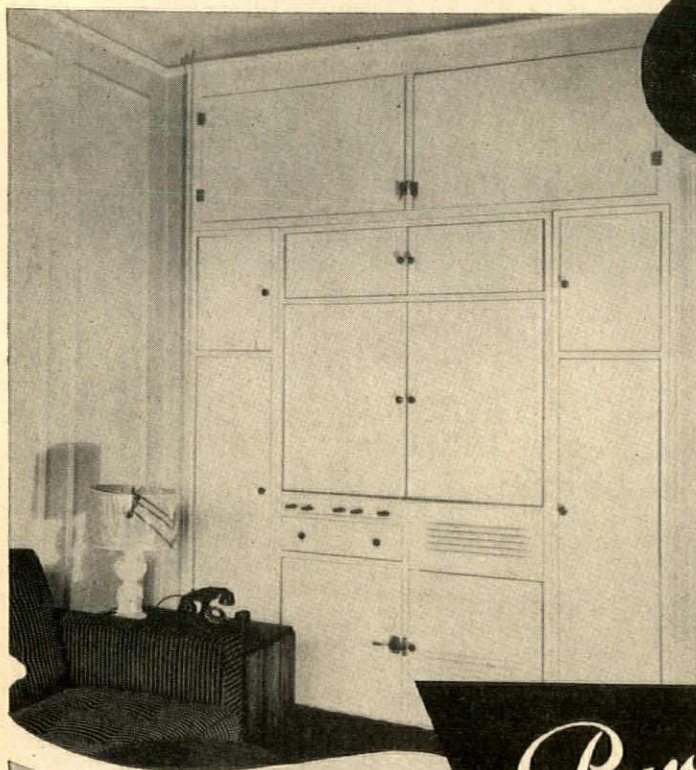
Just plan an alcove into the big living room. Install Pureaire, the complete odorless kitchen that needs only 8 sq. ft. Add an attractive little dinette. Then use the space thus saved for roomy living, sleeping and closet space.

Thousands of Pureaires today in use of happy owners and tenants but none for sale till Victory. Get ready!

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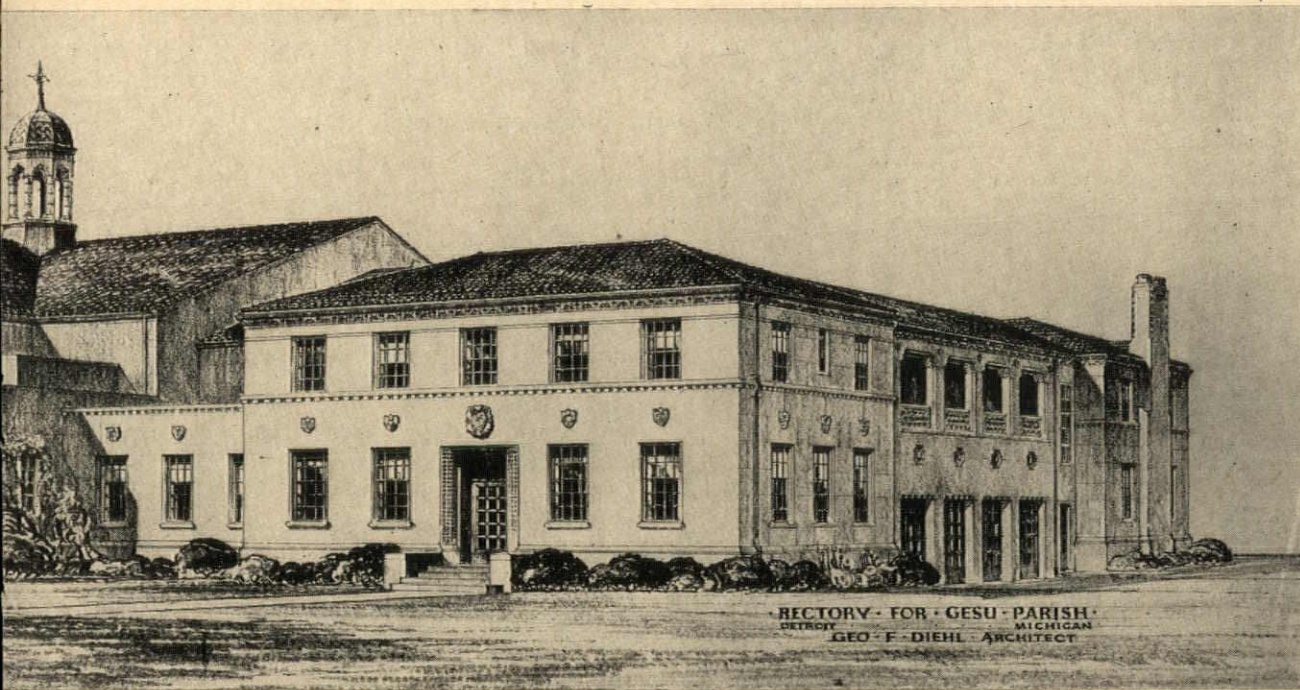
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P A R S O N S

Pureaire

K I T C H E N S



ADMINISTRATION BUILDING—GESU PARISH

This proposed administration building will be built between Quincy and Oak Drive Avenues, Detroit and will be attached to the South end of the existing church.

The building is approximately 50 feet wide and 150 feet deep. The building will be of fire proof construction entirely faced with shot-sawed limestone and will have a roof of Spanish mission tile. Most of the first story will be used for offices and garage. A portion of the connecting wing is an extension of the present priest sacristy. The second floor contains a chapel, community room, bedroom and bath. Accommodations for four regular clergy and additional ones for guests. There is a large screened portion immediately over the garage.

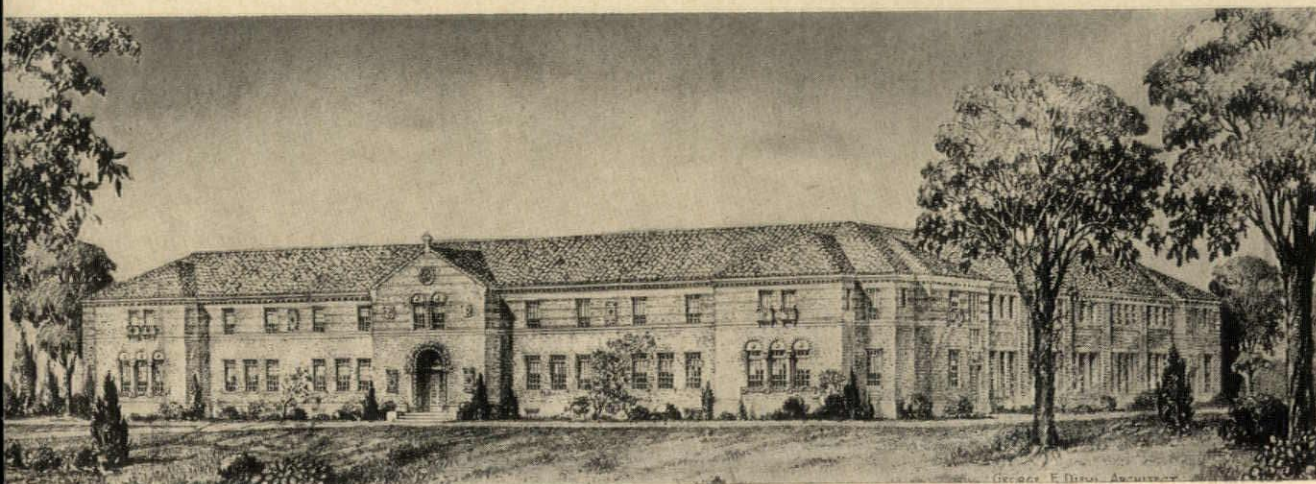
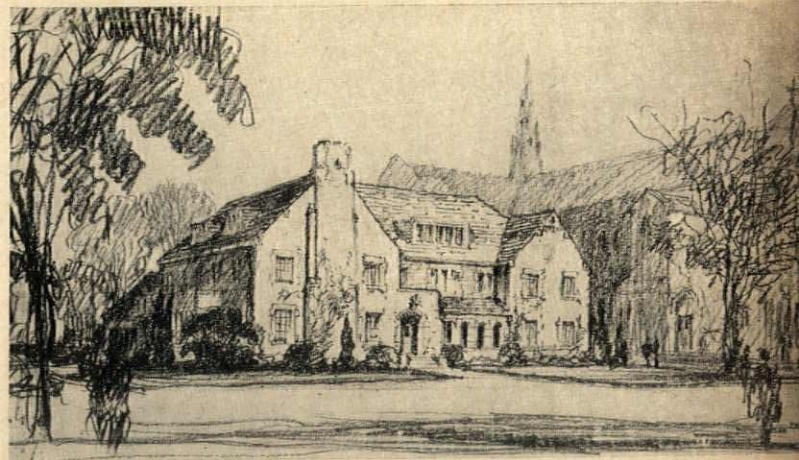
RIGHT—ST. AMBROSE RECTORY

The proposed new rectory for St. Ambrose Parish will be built on the Southwest corner of Maryland and Hampton Avenues, Grosse Pointe Park, Michigan and will adjoin the existing church.

The building is designed to harmonize with the church. It will be of fire proof construction with solid masonry walls on the exterior and Stran-Steel partitions on the interior. There will be accommodations for four priests and additional room for guests as well as a group of offices for the parish administration. The main portion of the building is 52 feet by 72 feet in addition to which there is an attached 4 car garage with housekeepers apartment over same.

BELOW—ST. SYLVESTER ABBOTT MONASTERY

The central unit of the front portion was built about five years ago and it is now intended to add the East wing and a portion of the West wing. These new wings will provide classroom space and living quarters for the students, the present wing being used for administration purposes only. The ultimate plan on this building calls for a structure in the form of a hollow square with refectory and living quarters in the West wing and a monastic type of chapel in the rear of North wing. This building is located near Southfield Road and McNichols Road, Detroit.



Worth Watching!

New developments in Movable Steel Partitions and Prefabricated Interiors



INLAND MFG. DIVISION • GENERAL MOTORS CORP.
ALBERT KAHN, INC., ARCHITECT DETROIT

During the war, while engaged in marine and aircraft production, we have been able to review at arm's length our long series of developments in the partition field. With a fresh approach, and with new techniques we have learned, we are ready to consult with architects on the best means of utilizing prefabricated steel interiors in new building plans.

In the coming years, more than ever before, building interiors will have to be flexible so that they may be quickly and economically rearranged to meet ever-changing conditions.

HAUSERMAN MASTERWALLS are the means by which architects create ideally flexible industrial and office interiors. These prefabricated, prefinished wall units are designed to fulfill a wide range of acoustic, lighting, and decorative requirements.



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WEEKLY BULLETIN

REBUILDING AMERICA AFTER THE WAR

By LOUIS KAHN, President

Albert Kahn Associated Architects and Engineers, Inc.

It has been said that writing a postwar treatise (which practically everybody seems to be doing) is of greater value to the writer than to anybody else!

If nothing more, it organizes the writer's thinking.

It might be well for everyone in the fields of agriculture, engineering and general construction to set down on paper his own thoughts on the postwar period, and to marshal all available data out of his own experience.

If he will do that, he will almost inevitably conclude that, barring uncontrolled inflation, the general construction industry faces a postwar period of tremendous activity. That applies whether his specialty is in industrial and commercial work or in residential construction.



Mr. Kahn

"Mr. Kahn," he asked, "what business are you going to be in three or four years from now?"

"The design of better buildings for you, of course," I answered in a rather surprised tone.

"But don't you realize," he said sympathetically, "that America is overbuilt? We have all the plants we can possibly use for the next ten years."

Yet within a matter of months that very man was ordering new plants from us, larger than he had ever built before—plants which would produce more efficiently than those among his existing physical facilities.

I cite the incident only to show how the obvious sometimes escapes us, and how the growing factor of plant obsolescence is an increasingly important phase of the profit and loss ledger. Obsolescence is a greater factor in America than anywhere else in the world. Obsolescence is not measured by the physical wearing out of properties alone. It is measured to a far greater degree by the constant search for new ideas, new methods and the resulting continuous changes occasioned by that search. That is the reason for the supremacy of American industry. Change means progress. When industrial changes cease industry decays.

One of the most heartening aspects of our profession, whether viewed in relation to normal or postwar business, is that construction is basic.

Every epoch in the forward surge of America has had its base on a solid foundation of building.

The Thirteen Original Colonies grew log upon log and stone upon stone. The United States took form in sawed timber for farm buildings and factories, masonry for grist mills and docks, steel rails for expanded travel and trade; macadam, concrete and structural steel.

Building. Always building. Construction—and yet more construction! Ever better, generally bigger, onward and upward—more than one-sixth of a mile upward in the instance of the Empire State Building—until in two centuries the United States built the greatest production plant the world has known.

That the sheer size and capacity of this plant, now geared to war production, must inevitably crush our enemies is as inexorable as any law of logic.

What then? Homes and factories of plastic wall sections, light and interchangeable, as easily "serviced" as an automobile, and as quickly rebuilt? Time and the test tube will tell.

As surely as construction built America, so surely will this industry sustain America on a continuing high level of activity extending from the immediate termination of the war to an indeterminate stretch of years ahead.

Every form of building and construction energizes our economy. Miners, lumbermen, farmers, processors, railroaders—all feel a quickened business pulse under the throbbing of the riveter's gun and the carpenter's hammer. A general uplift in building pays out in jobs for millions.

As an antidote for postwar depression blues, there is a tonic of hope and promise in every inadequate home and in every obsolete factory in America.

Nor is this tonic appreciably diluted by the great volume of emergency war-plant construction.

This expression of high confidence in the future of the country's construction program is based on the simple economics of the postwar period.

Competition will be intense. Industry lines will be crisscrossed. Companies rejuvenated by war contracts will fight to stay in the picture. Profit margins will near the vanishing point. Only the efficiently housed producing organization can hope to survive.

Much has been written of the high wartime achievement of the machine tool industry. Since industrial architecture is a comparatively recent art, many people do not yet realize that the factory itself is a tool of production—and a most important one.

By "factory" is meant the physical structure—the building—housing a producing organization. Not the equipment. Since the advent of mass production, and the improvement of mechanized processes, the physical layout of a building has become a tremendous factor in cost-control.

This does not hold true in wartime, however. In war, haste is all-important. "Get-going," says the government to any organization able to build a usable weapon. "Speed up, regardless of all other factors." While that may sound a little rough on the taxpayer, there was no time to haggle over pennies when the Japs were moving on Alaska. War is inherently wasteful. Costs must be secondary to the conservation of time and materials.

In the postwar period, costs will again take precedence. A factory which could do well enough on a cost-plus contract for war material cannot necessarily survive when producing competitively.

It can be stated authoritatively that a number of plants which were nearing the end of their utility before the war and were converted to production of war materials will not be reconverted. They can no longer produce civilian goods at the efficient cost level indicated for the postwar market. They will be junked and replaced by newer construction.

Much factory floor space now devoted to war material was also idle, or nearly so, just before the war, and it will revert to idleness. Even though walls are firm and floors solid, the layout may not lend itself to competition with modern design.

Obsolescence of industrial facilities has always been rapid in America. The war has accelerated that trend; so much so that plants which were built fifteen years or more ago and not since completely modernized are largely obsolete for present production methods, unless it builds a product where low manufacturing costs are not the price of survival.

The reason is the technical progress made in mass manufacture. The straight line production methods popularized by Henry Ford are not yet thirty years old. These methods require special housing, and as the methods are improved, they require modernization of the housing. Every time the automobile industry changes models, the plant layout also has to be changed.

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Many people still think of a factory as four walls roofed over and not much else. They assume that any product smaller than the interior dimensions of those walls could be built within them. In a limited sense, that was true in the days of hand production methods. But under the precise demands of mechanized manufacture, the physical plant layout must fit the production operation like a glove fits a hand. A simple illustration will emphasize the point. Assume that you are now operating an aircraft plant for the government (more government-built and operated plants are for aircraft than any other product) and you want to build postwar automobiles in it. Your plant, to accommodate airplanes, has interior spans of perhaps 200 feet wide and a clear height, from floor to ceiling, of 36 to 40 feet. After you have laid your automobile assembly plan on the floor, you discover that there are no supports immediately overhead from which to suspend conveyors to feed parts to your car assembly line. You have to build the framework of a complete new building within your aircraft factory to hold cranes, power lines, conveyors, light and other facilities for car building. After you have put in this supplementary framework, you discover that above the level of the overhead facilities of the assembly line, and extending to the roof, is a dead air space 200 feet wide and about 25 feet high. This space was necessary to accommodate the height and wing spread of an airplane, but has no earthly utility in car building. Worse than that—it is a distinct liability. That dead air must be heated in winter to get comfortable working conditions around the assembly line at the floor level, and fuel costs for heating the dead air would go far to compensate for the interest on the capital required for a complete new structure. Even if a factory can be converted from one product to another, the result may be but a makeshift job. It is like trying to step a coal truck up for an express freight route or cutting a passenger bus down to family car size. Leading industrialists say that it is better to start from scratch.

Modern mass manufacturing methods, whereby material flows in a straight line from one processing station to another, stress the horizontal production principle. This principle has been adapted from the originating automobile industry to many others, including cosmetics.

Prior to the horizontal plan of manufacture, the vertical principle prevailed. Factories generally were built up on a multi-storied pattern rather than spread out in one-story layouts. Two factors were responsible for this design principle. First, the prevailing vogue of manufacture was to move raw materials in on the top story and gradually process them as they moved by gravity down to lower levels until they came out at the ground floor as finished products. This method still has ad-

vantages for certain industries, but even in these few instances the savings effected by gravity-controlled operation must be weighed against the advantage of flexibility and ease of expansion inherent in the single story building.

The other factor had to do with the economics of the times. There was no quick method of private transportation such as the automobile provides. Consequently factories had to be built near a source of labor supply and near public transportation facilities. This meant locating downtown where street car lines converged. Land values were high and space restricted. There was no room to spread out at the base; the only way to expand a factory was to add another story.

Light and ventilation were poor and as a consequence the efficiency of workmen was impaired. Land values and taxes were the highest in the city. Costs per unit of output were very much greater than in a comparable plant on the edge of town, which the automobile transportation of workers will again make possible after the war.

The trend of industrial plants from downtown to the suburbs was pronounced before the war. I believe that it will be tremendously accelerated afterward. The competition necessitating low production costs per unit will make it so.

This means construction. Not only the building of the new plant on the outskirts, but many adjacent homes and service structures. Every time a plant is relocated it takes a portion of its personnel with it. The houses, the stores, the gas stations, roads, sewers and gas mains to service the new community all mean construction work for many hands.

LUMBERMEN FEAR CEILING REMOVAL

Remembering the dizzy climb and subsequent disastrous crash of lumber prices following the first World War, some representatives of the industry are reported by an Office of Price Administration official to be seeking a continuance of lumber ceilings through the expected post-war building boom to stabilize the market.

Peter A. Stone, chief of the OPA's lumber price branch, said in an interview that a majority of members of the agency's 50 lumber advisory committees are "apprehensive" about return to open selling. They are fearful, he asserted, that if controls are lifted soon after the war it will mean a brief period of sky-high prices, then profit-shattering deflation.

"Many of them went through it after the last war and don't want it to happen again," Stone said. "On the other hand, some in the industry are strongly opposed to a controlled market and want to get rid of ceilings as soon as possible."

The price official has told lumbermen favoring the idea that a decision whether to retain controls is "out of OPA's hands," that it is up to Congress

and the post-war administration. But he shares their apprehension about open prices.

"The tremendous pent-up demand for lumber will send board prices, for example, from present ceilings of \$42 a thousand feet to \$150 or \$175 within a few months if controls are eliminated when the war ends," Stone stated. "In a year, prices will have dropped to \$20, since inflation has always followed by great losses."

Uncontrolled prices would go higher and fall further than after the last war, Stone said, because demand for lumber will be greater.

He figures it will take post-war lumber production at least six months to replenish inventories, now shrunk to 2,000,000,000 feet in retail yards against a normal total of 10,000,000,000 feet.

Stone said the lumbermen foresee lumber use cut appreciably, in terms of homes and furniture especially, if prices are allowed to get out of hand.

PLANTS REVEAL NEW DEVICES

Replies to a questionnaire sent to representative Detroit manufacturers by Harry Richert, secretary of the Detroit Board of Commerce's recently organized Committee on New Products and Materials, indicate that 52 per cent either have some new product under development for the postwar period or are making radical improvements in their prewar lines.

Richert said today that many firms included in the 48 per cent planning no new postwar products were job shops and subcontractors awaiting postwar orders from finishers and assemblers. He declared it advisable, however, that the job shops develop specialties of their own, at least for the period of transition to full peacetime employment.

Others in this group, he said, have basic products for which a demand has been accumulating and who will be busy filling orders for a considerable time after barriers to production are lifted.

To the question, "Would you be interested in new products to manufacture after the war?" about 88 per cent answered in the affirmative.

Since the organization of the committee, Richert said, its initial appeal to the attic, garage and basement inventor to suggest new devices has resulted in a flood of letters and personal interviews. Introductions to key men in industry were arranged and some manufacturers report interest in the inventions.

These have numbered, among others, a semi-automatic turret lathe, a mechanical bankcheck-sorting device, a gasoline engine supercharger, a collapsible toothbrush, novelty plastic holder for playing cards, a constant-feed grease cup, an oscillating unit heater, a device for cutting and grating vegetables, a unique type of handtruck and hobby-horse mounted on wheels.

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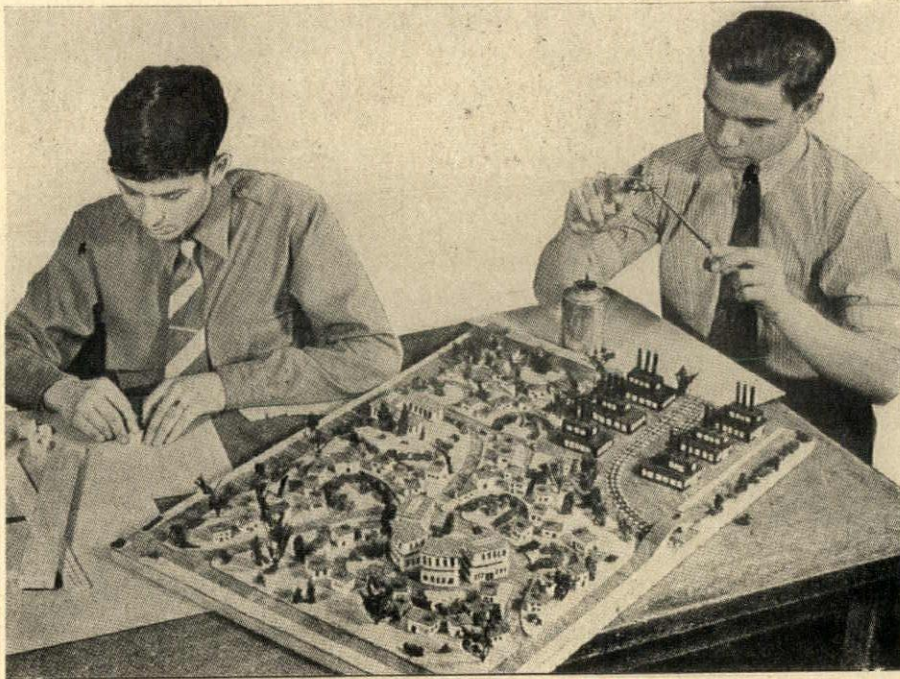
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ART AIDS CIVICS IN DETROIT SCHOOLS



This is a design of a neighborhood development which includes war plants and business; a church, school, and recreation area; and low-cost houses for the war workers and their families. The designers are intermediate school boys.

Miss Mabel Arbuckle, Director of Art Education for the Detroit Public Schools, has written an extremely interesting article, entitled, "Art Serves the Community," which appears in the November issue of *The School Executive*. To many of us—remembering our own "art" classes, which largely consisted of painstaking drawings of pinch bottles and the proverbial bust of Caesar—this account is one more evidence that human progress has not stopped. To quote:

"The total art program in Detroit, gives recognition to the urgency of war interests and needs in all areas of living for the individual, family, community, and nation.

"The program is flexible and conditioned to changing local needs and national programs. Currently the program for the early and late elementary grades, the intermediate grades, and the high schools is organized around seven areas, as follows:

1. Housing and Civic Planning
 2. Nutrition and Victory Gardens
 3. Visual Publicity and Information
 4. Aviation
 5. Detroit War Industries; Work and Workers
 6. Art of Other Nations
 7. Crafts for Service and Recreation
- Of special interest to readers of *The*

American City is the first area, Housing and Civic, about which Miss Arbuckle writes:

"Art education is vitally concerned in understanding and supporting this program of which there are three organized phases, i.e., the metropolitan area, the civic area, and housing for both group and individual family life. The Huron-Clinton Metropolitan Authority, the City Planning Commission, and the Detroit Housing Council are the three agencies officially concerned with the program for improving metropolitan Detroit. The executive secretaries of these commissions have cooperated with the schools through a series of illustrated lectures, distribution of annual report publications and other reference and illustrative material. Comprehensive exhibitions in the Detroit Institute of Arts have inspired, clarified, and brought the schools up to date on the activities of the three commissions.

"Groups and individuals in the housing unit have developed maps, illustrations, dioramas, layouts for community centers in flat design or miniature three-dimensional construction. They have carried on crafts projects such as constructing unit furniture, weaving and designing fabrics, working metal and making pottery."

Miss Arbuckle further explains that in the Detroit School system, "fine arts" and crafts are not differentiated, but are one and the same thing:

"The art laboratories in every school are provided with tools for woodworking, carving, modeling, plastic and leather work, weaving and textile design, painting and drawing. The equipment includes woodworking benches, sewing machines, electric plates and irons, and looms. Supplies include clay, plaster-of-paris, wood, textiles, weaving supplies, raffia and reed, plastic, metals, paints, crayons, colored chalk, paper by the ream and by the roll, dyes, leather, glazes. Kilns, located in the secondary schools, service the elementary schools in the area."

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POST-WAR

By
JOSEPH HENRY ORENDORFF
Regional Project Planner, Region V,
Federal Public Housing Authority, Cleveland Ohio

From the Ohio Architect

Opinions glibly stated over a cocktail are more elusive when one is seated before the dry sobriety of a blank sheet of paper. It started with the question, "What do you think the form of architecture will be like after the war?"—and wandered through the force of history—the death and birth of civilization—why architectural ruins—planning—the profession and practice of architecture—and ended on the corner of 9th and Euclid. The answer was so easy in the bitterness of the recent Congressional attitude toward the National Resources Planning Bureau and the increasing manifestations of militant reaction expressed in news items and periodicals. "It will be just like the forms before the war."

The public is being conditioned against change—they are being convinced that what they want is not the modern boxy things, but the Cape Cod Cottage type of home—appealing to the American tradition—working the old nostalgia theme—keep it just as it was when I left—I don't want one single thing changed—that's what I'm fighting for! Read the glowing but vague terms of the better-living-of-the-future advertisements. There is that note of uncertainty as to the character of the future, but all are certain the advertiser's product is going to create that future. True, they admit that, while man cannot build today, he can plan for tomorrow the house in which he will live in peace and security—provided he uses their material. Architects are quoted as being in agreement on the superior materials for post-war construction. The real-estate journals state: "Post-war building will be evolutionary, not revolutionary; 'The building industry may be able to incorporate the new advances into homes to be built with the coming of peace if the war ends gradually.' Here are the disciples of reaction at work, paradoxically prating about progress, yet resisting all change. Their position is expressed best in that distressing British military report seen so often in the early days of the war: 'We advanced to predetermined positions . . . to the rear.' Reactionaries are the result of the substitution of mental habits for thinking. The rules of action were learned long ago, and safe from change by new ideas, the pattern is automatically repeated.

The conditioning of the public to want a Cape Cod Cottage in Ohio, Montana, or most any State, is not too difficult. The war drags tirelessly on—the first burst of enthusiasm cannot be sustained indefinitely—the results of its sacrifices are not too evident—it wants peace. Peace is something

remembered, and hence in the past; its symbol is the quiet flower-bordered cottage.

Granting that a small group of men might be able to release a backward force in a limited area for a brief period, this reactionary triumph must be short-lived. There is a major force at work, the result of many forces released at remote times and places, which is constantly surging forward with the irresistibility of nature. The force of cause and effect—the force of history.

In less critical times this paradoxical urging of a return to progress might pass unnoticed, but we are witnessing a change in history that essentially is as significant as the fall of the Roman Empire. History book statements suddenly come to life, and the ruins of a Parthenon, a Roman Forum or Babylonian cities dug from the sands, attain a new significance. We are aware of a close kinship. We, too, are experiencing the death of a civilization. How can a civilization die? Life continues—the same people, the same buildings remain. There is no sudden wiping out of the people and things and a substitution of new. It is not people and things that are wiped out, but the idea and a new idea is substituted—a new idea which, given the opportunity, has the power of transforming life practically overnight. We are aware of this power in action in Russia and Germany—in our own country we have seen the transforming power of the idea of war.

Every civilization is the result of one predominant idea which gives it unity. It conditions the spiritual, mental and physical needs of the individual and the group. A society creates its own distinctive forms out of the attempt to satisfy these needs. While society remains simple, the forms are simple, because the needs are simple. As society develops it becomes more complex, and the simpler forms no longer satisfy—more complex forms are needed. Further social development brings greater refinements in the forms themselves, and, eventually, when the forms can be modified no further, ornamentation is employed. A stage is reached when a fine balance is achieved between the basic forms and the refining ornament. The civilization has attained its full ripening; but in this ripening there are the seeds of decay. Ornament begins to take precedence over basic forms until it dominates and finally becomes an end in itself. The predominant idea loses its significance in a maze of external formalities which eventually acquire more importance than the idea. The civilization is well

along the decline—death is near. Since life is constantly a "becoming," this death is paradoxically a birth of a new civilization which was gestating during the decline of the old.

We have observed this paying of lip service, with the blindness of habit, to forms that long since have lost their significance. We are aware, too, of the indifference, the cynicism and the eventual contempt for even the formalities. We have been conscious of the need for a new faith—a new idea that would integrate life. Efforts have been made to force the acceptance of a new faith, but it can not be forced; it must develop naturally from man's own needs. The idea, however, is already gestating. The search for new forms in music, sculpture, painting, architecture, religion, politics, economics—every phase of human activity—are signs of its struggle for birth. We have not been completely cognizant of the significance of this search for new forms.

Sensibilities attuned to over-ornamented surface refinements are shocked by their bold harshness. This shock is disquieting—it arouses a vague sense of fear—fear of change. Instead of accepting change as the necessary condition of life it is resisted. Two opposing forces result—the forces of ideas and the force of reaction against ideas. The ensuing conflict inevitably ends in violence. The force of reaction must be swept away before the force of the new idea can prevail. The present war is probably the final phase of the act of death and birth of civilization. When it is finished we shall be aware of the rejection of the old forms and the revitalizing force of the new idea.

What is this new idea that may kindle a faith which will have the power of unifying men and activating a new civilization? Might it not be the belief that "the common good is prior to, and higher than, the good of any individual and of every private interest?" Is this a new idea? Is there not in this a familiar tone of Christian precepts and of our democratic Constitution? Perhaps, after all, it is merely the reaffirmation of an old faith. The reactionary might say you can't change human nature nor cure the selfishness of man. It is not proposed to cure man's selfishness but to utilize it. Here is an opportunity for infinite selfishness where the richest rewards are for those who serve the common good best.

What forms will result from this new faith? Since the predominant idea will be the service rendered to the group and not to individuals, can we not foresee that it will, in general, take a collective form? Planning on a national and regional basis will be essential; a radical departure from a society, hostile to the idea, whose existence depends upon "free enterprise" exploiting the opportunities presented by unplanned chaos, for the individual gain.

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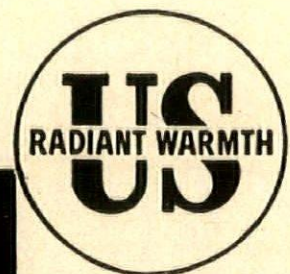
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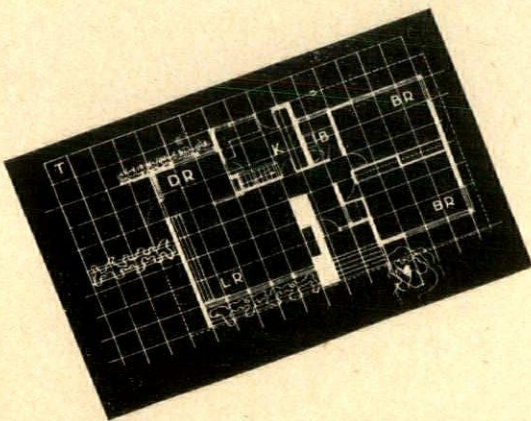
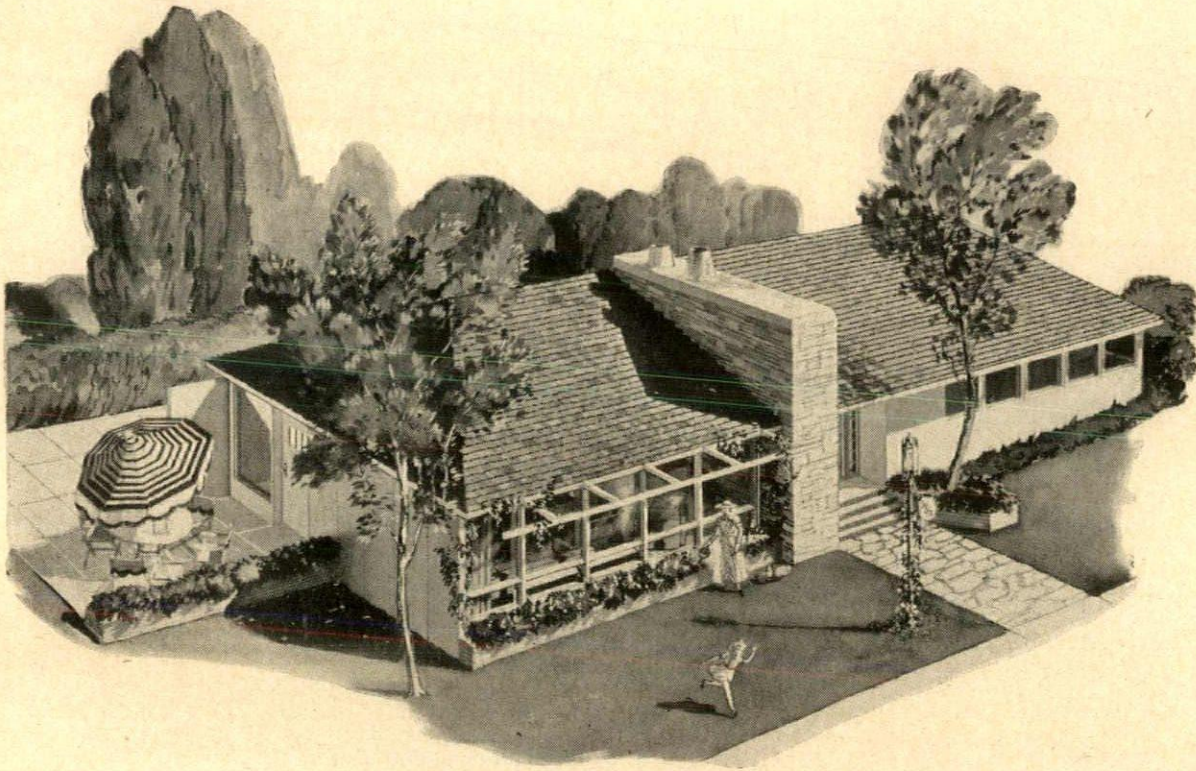
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We have heard a great deal about what the manufacturers are or are not going to have ready for the postwar home market. Now it may be worthwhile to see what the future homeowner wants in his postwar home. Although many of the wants of those who intend to build after the war are created by the advertising programs and the magazine and newspaper publicity, others are actual needs which have been made known to the homebuilder by deficiencies in his present home. These people have made studies of their wants and desires and have been studying the ads and catalogs and forming their own opinions.

The architect with his great responsibility in supplying postwar America with homes is interested in the public re-

action to new developments which have been publicized and to opinions about the products, methods and designs which were available before the war.

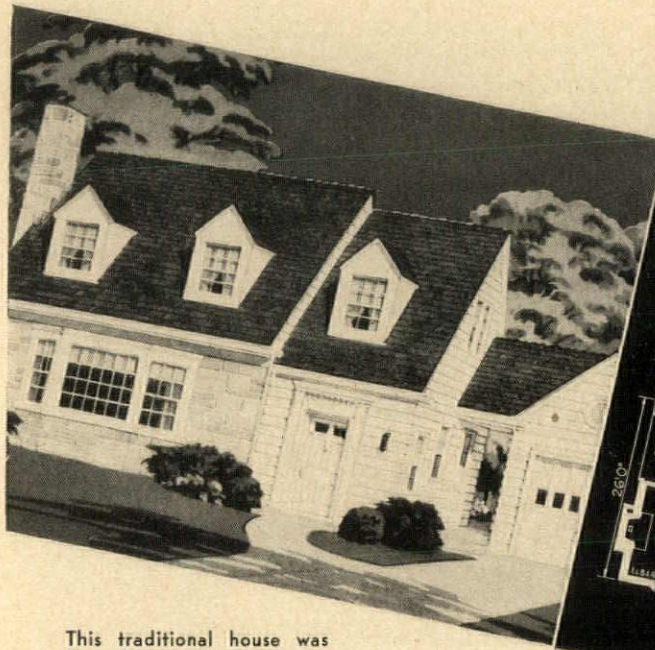
An extensive reader survey was conducted by Small Homes Guide, in its last edition. This magazine is circulated to the public on the newsstands nationwide.

Readers of the magazine were asked to fill in and return the blank questionnaire from the back page. They were told that their answers, when added to the answers of the other thousands of readers would give manufacturers, financial men, dealers, architects and builders a good idea of what America wanted in its postwar home. It was their chance to help mold the home of the future.

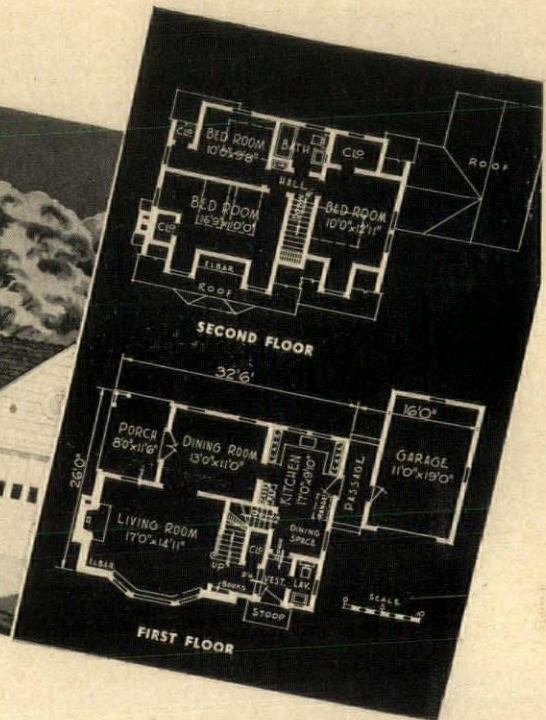
N ITS POSTWAR HOME?



L. Morgan Yost, A.I.A.
Editor of Small Homes
Guide, tells of the re-
sults of a nationwide
survey held by that mag-
azine to determine the
trend of public opinion.



This traditional house was first choice. It presents no new ideas but has the clap board-field stone exterior that was a favorite combination of materials.



The results of the questionnaires returned by the readers, which are presented here, were available only after many weeks of work by the organization of Fact Finders Associates. All mail was turned over to them unopened. They checked all the answers, tabulated and totaled the replies, and digested the remarks and comments. The comprehensive report they prepared from this information is now being used by many firms and individuals who are engaged in designing, and developing the materials for the after Victory home.

The 11th edition of Small Homes Guide now on the newsstand and to the dealers is continuing this fact finding with another questionnaire, refined and augmented from the first one.

The results from the survey are significant. It is evident that America is not satisfied with the same old houses—utilities and the designs must be improved, but even the definite improvements are needed. Not only the materials, whole concept of streets and subdivided lots must undergo change.

The trend toward decentralization of the big cities is proven by the more than 60 per cent who replied that they were going to build in the suburbs or in the country. Only four per cent said they would build in a big city. This fact is giving city governments great concern as city tax revenues will decrease making higher tax rates necessary which, in turn, will drive out more of the city dwellers. Many square miles of improvements, sewers, streets, water

mains, lighting, etc., will be used less and less while expensive new equipment will be installed in the suburbs to take care of the growth there. Postwar planning of cities is attempting the re-shaping of the slum areas and the areas of static development to allow parks, playgrounds and new developments to be built which will again make these areas, convenient as they are to the business center, desirable for homes.

The decentralization of the city will also affect the design of homes as the automobile in an outlying home is a much more necessary adjunct to the house than in the city. And air transportation will play its part, too.

There is a great desire to make the home self-sufficient to a considerable extent. Well over half the families answering will have vegetable gardens and the demand for more and more storage space is almost unanimous. Housewives don't want to spend every day shopping.

The trend toward modern design is strong and steady. Frequently this is tempered with, "We want it to look like a home." It is unfortunate that the World's Fair Pavilion sort of thing has been given to the people as "the house of the future." Good modern design is homelike, comfortable and pleasant. It is functional in the best sense and the chief function of a house is to be a home. Symbolic of the home is the family fireside. Over 84 per cent want a fireplace that works!

The viewpoint of more than half those answering is that postwar developments will revolutionize our ideas about

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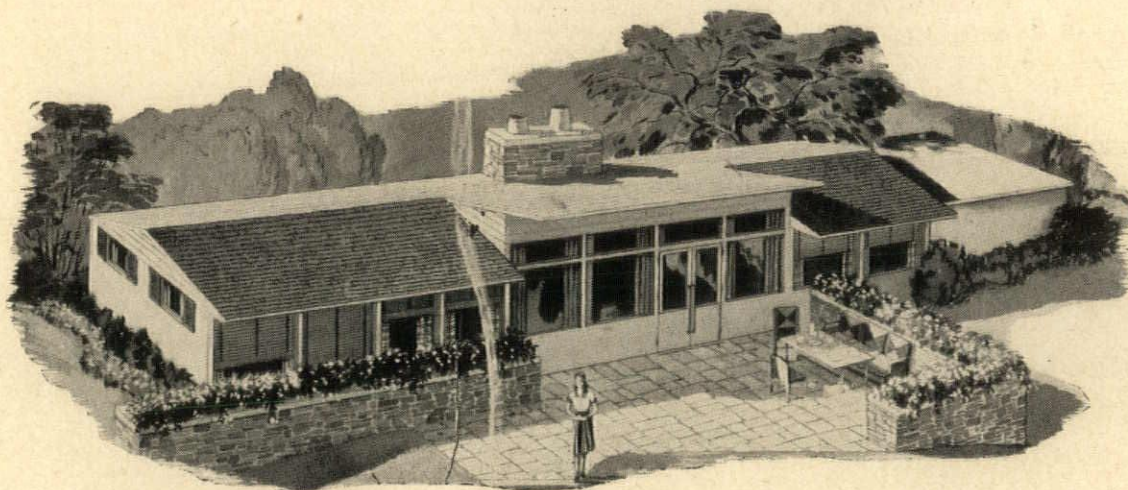
Building Construction



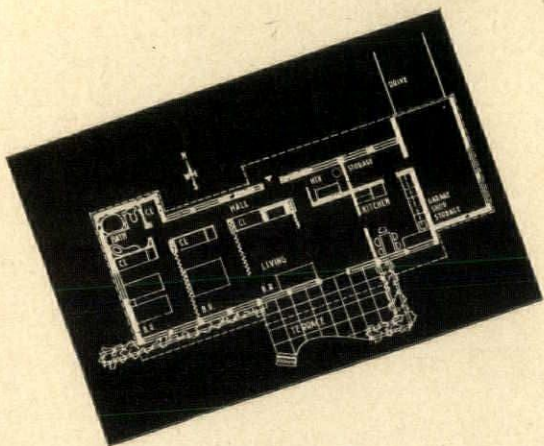
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NEvada 6020



A flexible plan by George Fred Keck for the Celotex Company makes use of solar heating. This was the second most popular house of the modern designs.



homes. It is this open minded searching quality that has made America the most forward looking nation in the world.

To show you how powerful is this trend to modern design, over half (though not necessarily the same ones) said that homes should be simpler and more functional. An advanced thought, that kitchens should be part of the living space, was concurred in by 37 per cent. This merging of kitchen and dining spaces, or of kitchen and living spaces, was featured in many of the houses which obtained the most votes.

Prefabricated construction would definitely be considered by 40 per cent of the respondents while another 31 per cent were undecided.

A few short years ago both ideas, prefabrication and that the kitchen should be part of the living space, would have received a definite thumbs down from the American Public.

Though the advantages of prefabrication were desired, the variety of the requirements and the fact that the most popular single house design received only 16 per cent of the votes shows that people will not tolerate standardization of their homes. They must have their individuality. Tastes differ, so do families, habits, income, location and climate. So the houses must each fit a particular family. The two leading choices were extreme opposites, traditional and very modern.

Wide clapboards ran second in popularity to stone exterior walls, usually in conjunction with clapboards. Brick was third in the number of votes with painted concrete block almost tying brick in numerical strength.

The thought of walls that never required redecorating and that were easy to keep clean made plastic finished wall

boards first choice. After the war plastic impregnation of plywood will fit this category and should make it a top favorite. The permanence and smooth crack-free surfaces of structural insulation board made it second choice for interior walls, while good old knotty pine was third.

For a roofing material asbestos shingles had the edge by only a slight margin over asphalt shingles. In this category the increasing popularity of the flat roof is again evident as the flat, built-up roof was given fourth place following title which apparently captures the fancy of the readers.

Very close in numerical response to these is the new insulating roofing which comes in large rigid pieces and eliminates the roof boards, and is mineral surfaced one section lapping over the one below much as do clapboards.

There seems to be no doubt but that the public has been sold insulation, for the survey showed a unanimous approval of applied insulations, particularly wool batts in one form

See YOST—Page 66

Plastic finished walls that never require painting were regarded as a great boon by the housewife, and are first in their desire for an interior wall finish.



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APRIL 18, 1944

(YOST Continued from Page 63)

or another. The use of structural insulation boards was second to the use of batts though many of the respondents voted to use them both.

Windows came in for just criticism. More than half of those who answered demanded larger windows than have been used heretofore. They want them to operate more easily, to be more conveniently placed with regard to the plan of the room and to furniture, as well as to the view to the outside. The storm sash, screen and ventilation problems must be solved in the opinion of many of the readers who wrote remarks although the number of people asking for these latter improvements could not be tabulated as it was not from a question on the questionnaire, but from spontaneous comments. Most of these who commented objected to the taking down and putting up of storm windows and screens and the storage problem involved.

Corner, horizontal sliding windows obtained the most votes with large picture windows in second place (numbers 3 and 5 respectively in the illustration.)

In third place was a window shown to operate with a crank, the same as an automobile window. When the window sash would slide down into the wall at the sill the screen would unroll from the top and automatically fill the opening as the screen would be attached to the top of the glass.

Wood, steel aluminum and plastics are almost neck and neck as a selection for window material. Quite obviously the choice of a plastic for a window material is based entirely on hearsay as no window made of plastic has been manufactured or demonstrated to the public.

The use of built-in woodwork was almost universally endorsed, the most interest being shown in built-in wood kitchen cabinets and counters. Favorite feature which received more votes than any other built-in item was a curved breakfast bar in the kitchen, with cabinets underneath. Stools with low backs enabled the family to have breakfast in the kitchen without bothering to set a table. The other, or inner, side of this curved bar had the cabinet doors and was so arranged that a window seat allowed the housewife to use the bar as a planning desk for her menus and ordering, as a telephone was on the bar at the end which connected to the wall. Telephone books and note books were in a space provided just underneath.

The favorite mantel design was the simplest, being merely a bolection moulding surrounding a stone faced fireplace.

Open shelf cabinets in the living room and dining room proved more popular than those with glass doors.

Even though the returns came from the South and California as well as from the East and Midwest, storm sash were wanted almost three to one and weatherstripping was demanded by six times as many as thought they could get along without it.

Flush wood doors proved to be more popular than panel doors, though there seemed to be no question but that the public wants its doors made of wood. Surprisingly, almost as many people preferred sliding doors to hinged doors. Doubtless this is a result of more restricted planning in the small homes so people have been inconvenienced by the space which a hinged door requires. This seems to be a well

developed trend for postwar small home designs as even before the war ready assembled units of sliding doors were on the market. For closets sliding doors were preferred four to one over hinged doors.

DESIGN TRENDS

An almost universal desire to make more of the home than merely a place to sleep was shown emphatically as more than 88 per cent of the people wanted an extra activity or hobby room. Some called it a study or studio, others a workshop or sewing room, a recreation room or game room, but the prevailing need for a more useful house for the occupant is shown in almost all the returns. Many of these people did not mind combining the hobby or workrooms with the living room which shows a distinct trend away from the old-fashioned parlor which is kept spick and span all the time and not used by the family but only maintained for company. Many of those who answered this question expanded on it telling that they did their work at home or that they even carried on their businesses at home and wanted proper space to do this easily and conveniently without disrupting the whole workings of the family household. A room easily accessible yet somewhat apart from the remainder of the house seemed to be the general demand.

Another need which has not been solved in houses of the past, according to the comments on the surveys, is the place and requirements of children in the home. It is necessary for the mother to supervise the children as she works, the kitchen then should overlook the play yard and besides an outside place interior play space should be as easily supervised. From the results of the survey it is easy to gather that many people built homes before their families were grown and soon found them inadequate. Greater flexibility and ease of making additions to the home was greatly to be desired.

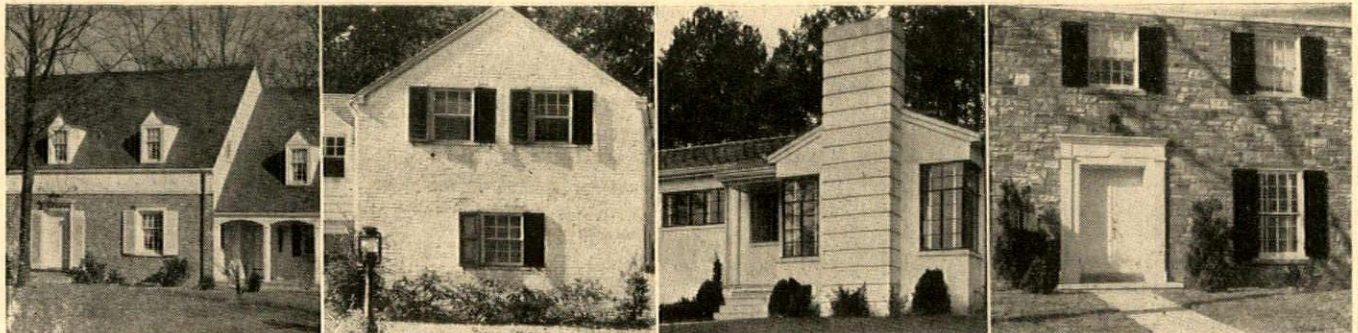
Perhaps the most urgent demand apparent in every questionnaire returned was for more storage and closet space. Over 90 per cent intended to use the latest type of closet fixtures in order to get the most usability and convenience of storage space. The modern housewife wants a linen closet in the bathroom with provision for warming towels, especially if it can be done by building the towel cabinet over the radiator or heat grill. She wants linen storage in the dining room as well as close to the bedrooms and does not want to run to the basement for canned goods or preserves. She wants closet space adjacent to the back door as well as to the front and extra closet for sporting goods and children's equipment.

Double closets are much more popular than single and lights either automatic or with a pull cord are desired if any closet which otherwise might be difficult to see in.

FINANCING

As to how they were going to finance their new homes most of those who answered had a pretty good idea as to what they could afford, how much down payment they would have and how much they could pay each month. A little more than half of those who were going to build after the war are planning for the \$4,000-\$6,000 price range. Surpris-

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Wood construction was far in the lead but stone veneer was first choice for exterior veneer, though most wanted this in combination with clapboards. Wide clapboards were the favorite of the next largest group, with brick and painted concrete block tying for third.

URBAN PLANNING

By Kenneth C. Welch, A.I.A., Member, City Planning Commission, of Grand Rapids. A Talk before the Detroit Chapter, A.I.A., Feb. 16, 1944.

It is always nice to come back to Detroit, and it is also a pleasure to attend a conference of this kind on planning. You will notice I call this a conference on planning, rather than a talk on my part, because I am not the authority on city planning that was indicated in *The Bulletin*. In our discussion I expect to learn a great deal.

First, however, if I may, I would like to make a few corrections on some of the statements that were made in the February 8 number of the *Society Bulletin*:

First, I would like to put you at your ease. I am not going to try to explain what "Urban Planning" is.



Mr. Welch

Second, of course today is Wednesday and not Tuesday. February 16 fell on Tuesday last year and I am sure that none of us wants to project ourselves back to that hectic and uncertain time.

Third, I did not graduate from the Detroit University School when I was nine years old—i.e. in 1900, as the *Bulletin* said. It was some 9 years later.

There are a few other minor errors which we will pass over.

As a matter of fact, it is rather frightening to really have to "talk up" to a group which has taken on the planning job that you have here in Detroit. The difference in the job of reconstructing your city, as compared with Grand Rapids, is tremendous, not only from the standpoint of size, but the headaches you have are so much more violent in their nature than ours are in Grand Rapids, that there is no comparison.

Some of your problems are like a bad dream. One of those dreams, that you subconsciously know is a dream and you hope you will wake up and find everything has been satisfactorily solved. Either that or you just give up and move into the suburbs with everyone else to get away from it all.

You have been very fortunate, however, at least previous to this evening, in having had a great many interesting and important programs on this subject of community planning. Professor Hamlin, Walter MacCormack, Walter Blucher, Eliel Saarinen, Dean Bennett, Ladislav Segoe, George Emery, and many others.

Further, these programs and many other subjects pertaining to planning, have been ably reported in the *Weekly Bulletin*. With all of the reams of published matter on the subject, the little six or eight page leaflet has been a revelation in its simplicity and in hewing to the line. It has been most helpful to those of us who could not be here.

If I remember correctly, it was two years ago this month that Walter Mac-

Cornack spoke on "When We Build Again," to the Detroit chapter.

That address covers this broad subject quite thoroughly. It suggested elements for a comprehensive program, that can be accepted, without change, by any urban community in this country today. He rightly stressed the necessary economic and social studies, which must precede any physical plan.

That was at a time, just two months after Pearl Harbor, when the word "postwar" was just being invented. Everything was a question of an all-out war effort for our very existence, and the matter of civilian defense was important—a defense even against an uncertainty.

Many of us discovered, as Charles Maginnis said in the recent first edition of the new *Institute Journal* that Architecture was not a part of the Military tradition. We were shocked that perhaps many people thought that anything approaching aesthetic guidance in time of war, was quite unnecessary, and might even be a retarding influence.

We discovered that even what had been called the art of camouflage, was not an art at all, but much more of a science. Can it be possible that we have not told the world with sufficient forcefulness that, while aesthetics are of the utmost importance, that there is a great deal more to the practice of Architecture than just this one phase.

This is being brought out, quite clearly, now that the words "postwar planning" are on every tongue. Not only has the profession done a magnificent job in emergency war construction, but they are doing an excellent job helping with this postwar reconstruction problem. There is going to be such a shortage of qualified Architectural talent, long before we win this war, that anyone who can sharpen a pencil will be in demand. Furthermore, the Architect has a most important part to play, and as such has a tremendous responsibility in this whole matter of planning and rebuilding our cities.

First this matter of designing, making the working drawings and specifications, and supervising the buildings and other Architectural structures that are very much a part of any reconstruction program, is the most important thing you have to offer. Your training and experience in analysing the functions, the present and future requirements of any given process, whether it be that of living or working, and eventually

transmitting them into a solution—all this can be very helpful to any agency concerned with urban planning. Further, the Architect is better qualified than anyone to take the initiative and the leadership in revising, nation-wide, our obsolete building codes. This is a most necessary part of any reconstruction program.

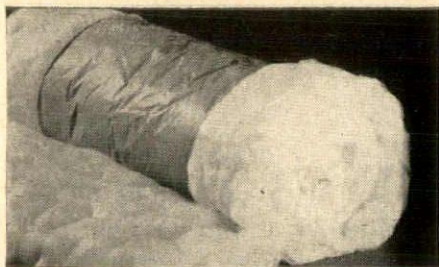
Part of this procedure is "selling" the right process and then the right solutions to our client. Perhaps this has been one of our weaknesses in the past. In the case of city planning we must remember our client is John Q. Public—we have to sell him some times before we can sell his legally elected representatives—that group of people who manipulate the purse strings.

Perhaps I am wandering from my assigned subject, but what I have tried to intimate is that there is little that I can add to the excellent presentations that you have had in Detroit of this planning process. One thing, however, I would like to touch upon.

Some people dislike and even fear this thing called the machine. This thing that is responsible, really, for all of our urban difficulties. Mr. Saarinen has intimated that it will eventually kill itself. But in the meantime it is here with us, it has become very much a part of us whether we like it or not. It may be that it is like some of the bad things about our cities—something that will eventually have to have a solution and be corrected. Certainly our present and our immediate future economy is based on how we handle this machine and what it has done to us.

The unprecedented production developed by our war effort, will not only go down in history as having been one of the deciding factors in saving civilization, but it will also give a fresh impetus to the power of the machine to further change our way of life and the pattern of our urban communities.

As we have progressed or regressed, depending upon your viewpoint, from a rural to an industrial urban nation (and in an incredibly short time as cities go) we have been badly thrown off balance in our urban centers. We have been thrown off balance politically, socially, and economically, and a great deal of it has been because of our frenzied, unthinking, and mainly unplanned urban growth. And we, as Architects, supposed to have planning as a middle name, have been for the most



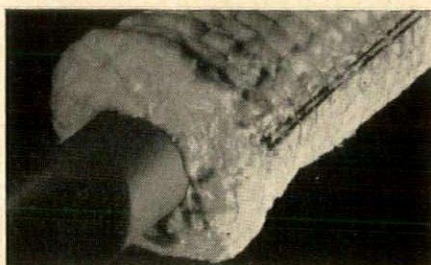
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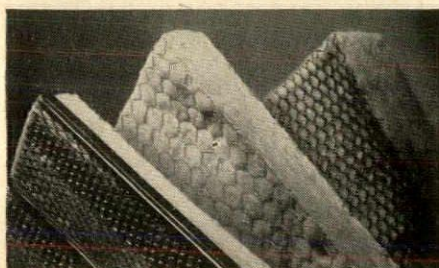
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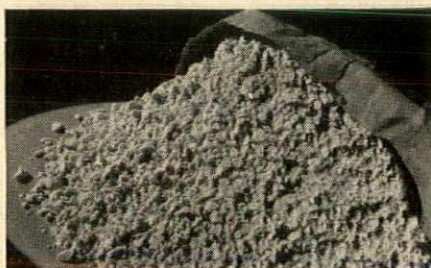
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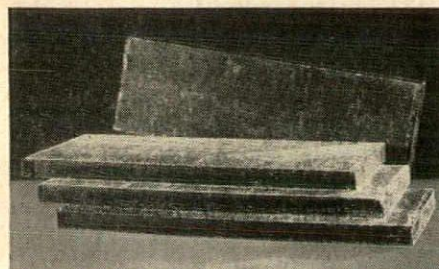
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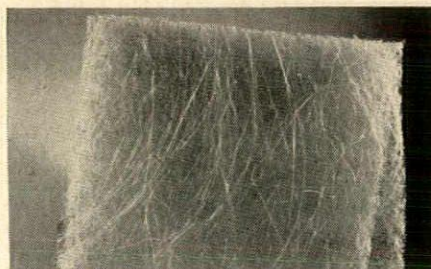
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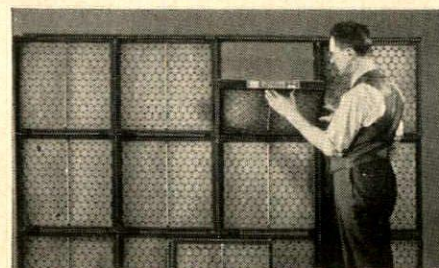
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part, watching this thing happen right under our noses without doing very much about it.

There are a great many communities, even today,—many of them perhaps too small or otherwise lacking in resident Architects, who are still doing nothing about trying to analyze the facts about the past and what might happen in the future.

It is said that we are never too young to learn (or I hope too old) but many of the younger, smaller communities have become infected with this insidious disease. (It seems to be the thing today in any discussion of planning, at some time or other to refer to our urban difficulties in medical terms and this seems to be the best time at this point).

This insidious disease, called blight, has already set in in many of these younger communities—it continues to creep up on them because there is no interested planner to show them what is happening, what can happen, and what can be done about it to at least partially bring about a cure.

Of course eventually the rash breaks out in the form of unsightly drabness, inflated and depreciated values, side by side, increasing delinquency, badly strained municipal finances, badly crippled morals, entangled and seemingly impossible traffic problems (generally referred to as hardening of the arteries—or some such term)—but you have heard these things over and over and I said I would not attempt to explain planning.

Before giving you a brief report on what we have been doing in Grand Rapids, I would like to refer back to the machine again, and more particularly to a machine that you, in Detroit, have had more to do with than anyone else.

I refer to the internal combustion engine that runs around on rubber wheels. It is part shelter, part transportation, has a large storage space for luggage or merchandise—this machine which can travel safely 70 feet per second in the right place, but which you eventually have to temporarily store some place while you get on your feet again to travel at about 7 feet per second.

In Kent county in 1940 we had a passenger car for every 3.65 persons—more than a car per family. In 1960 we can have double this number if we provide convenient facilities for their use, and this does not mean just good roads, beautiful parkways, and limited access freeways. It means a convenient storage space at the end of the journey, whether it be our home, our place of business, or labor, or where the great American shopping force purchases its daily and seasonal needs.

I do not believe that we have paid enough attention, or completely analyzed this phase of the problem, in what it has done to our communities, and what it takes to correct the situation.

We still speak of traffic, arterials, and then end up with the so called

parking problem. Too many planners are still thinking of parking space in terms of a vacant lot, or a piece of property made vacant, in behind another building, or at least not properly planned in relation to the function it serves. I do not think it should be considered except as a most important and essential part of the entire local transportation picture, and designed as part of it, instead of being the tail end of something. If we called it private terminal space and tried to plan it in a proper and convenient relation to our so-called destination, we will be nearer a solution to this problem.

In attempting to analyze this particular problem in relation to our central areas and shopping centers, there are five kinds of private terminal space and several kinds of public space that have to be provided. Let us, for simplicities sake, call it P. T. space.

First, we have the PT space for what we can call the "stationary labor force" who work in the industrial, shopping or central areas. They work at one job in one place seven or eight hours. They park all day and the space required has a turn-over of only one a day, unless it can be used at a time other than working hours for some other purpose.

Then we have another kind of required PT space for the "mobile" labor force, the worker who has a place of business, but part of his work may be traveling about the community. For example, a professional worker like a doctor, an architect, or an insurance salesman. This time use is variable but it seldom has over a turn of two or three times a day.

Then there is the amusement PT space. Movies, eating, clubs, etc. This might average two hours in time.

Then we have the shoppers or the professional's clients PT space. The time on this is less than forty minutes on an average, and when the plan is convenient, it can be reduced to less than thirty minutes, including a high percentage of general merchandise and apparel shopping, in addition to convenience merchandise.

If this later space can be planned in relation to the place of business so that it is really convenient—remembering that until the machine kills itself that we are going to have to be a mechanized people, and as such we will resent having to walk at 7 feet per second for too great a distance. Of course some of us do not mind walking for pleasure, but we want to do it on a golf course or on a hike.

To properly solve this problem, however, we cannot satisfactorily combine these different parking functions in the same area. They must be separated and each placed in its proper place, to make any one of them efficient.

Then, lastly, we have the PT space required for moving our goods, which is done most inefficiently today in our urban centers. This must, of course, be separated from these others to make it efficient.

When we solve this problem—which will be with us for some time, we will have not only increased the efficiency of our local transportation, but we will have automatically made it many times safer than it is.

Now to take a few minutes to report on our Grand Rapids activities.

We have had an unique experience. Grand Rapids was one of the first cities in Michigan to revive planning of what can be called a modern basis. In 1910 Architect Brunner came from the East and developed a so-called plan. This was at the instigation of a citizens' group primarily interested in parks and civic beautification. Little was really accomplished, however.

In the 1920's another citizens' group revived planning and prevailed upon the local authorities to contract with Harlan Bartholomew to make a study and a plan. This was done and resulted in a zoning ordinance and a beautiful set of drawings presented in 1922. A planning department was authorized by the City Commission but they had no authority and soon became nothing but a half way administrator of what proved to be and still is an obsolete and inadequate zoning law.

The plan, however, was well conceived for the time, based primarily on beautification and increasing the efficiency and convenience on what was then the mass transportation system, the electric street car.

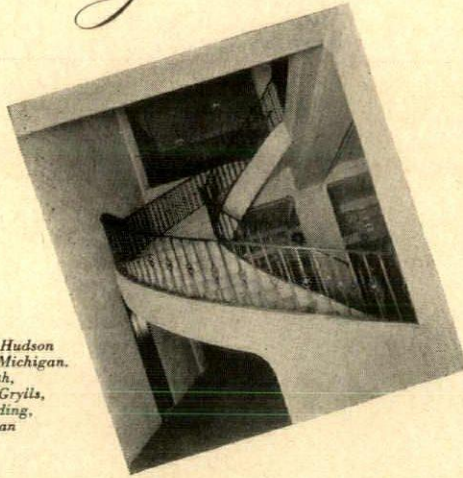
I believe that you still have some of them left here in Detroit, although they are probably manufactured in St. Louis.

At any rate the plan was very sound and has been actually pulled off the shelf many times and consulted although it has long since become obsolete in part. Parts of it have been carried out but unfortunately the plan did not get the credit it should have for the constructive part it has played in the community. The great mistake the community made was that they did not adapt a continuing planning process. At that time the usual zoning ordinance was passed. It was one of the first in Michigan.

A year ago this November, a few of us who thought the planning process should be revived, approached the mayor. The mayor happens to own the local Shopping News and was conscious of the troubles of his clients, the downtown stores, and was very sympathetic to the planning idea.

He suggested that, as soon as we found representative citizens who were genuinely interested in planning, he would appoint them to the present "planning department." We combed the town, and having found five who were not only representative citizens with something to contribute, but they were fully conscious of the work that had to be done. Helpful in this quest was the interest created when the League of Women Voters invited Mr. Walter Blucher, Executive Secretary of the American Society of Planning Officials, to visit our city and address

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a dinner group on April 15, 1943. This dinner was well attended and was really the starting gun for the revival of planning in Grand Rapids.

Mr. C. O. Ransford, President of Herpolsheimers, one of the large department stores, and active in the Chamber of Commerce, Mrs. Mary Martin Robinson, a student of planning, having studied at M. I. T. and interested especially in matters pertaining to housing; Mr. Benjamin J. Buikema, assistant superintendent of schools, thoroughly versed in recreational and educational problems; Mr. Harry M. Taliaferro, President of the American Seating Co. and also district chairman of the Committee of Economic Development. There being two vacancies in the old "City Planning Department," Mrs. Robinson and myself were appointed to fill them.

This original group, helped with the addition of Mrs. Siegel Judd, who had been active in the League of Women Voters, soon found out that many things had to be accomplished before active planning could be started.

First, we felt that a new planning ordinance, under the very sound and progressive State Enabling Act, must be passed to give the planning commission the necessary powers to function properly.

The City Commission had to be sold first. Currently while trying to solve this problem, we felt that there was a definite need for some kind of a citizen group to "promote public understanding of sound community planning," and the absolute necessity of starting active planning with all possible speed. We did not want a "list" of public works, as requested by the State, for the post-war conversion period, to be just a list. We did not want to have these works hamper, or in any way block the constructive long range plan that was so sorely needed.

Second, we felt it was essential to plan from the viewpoint of the entire metropolitan area, with its seven political divisions, but with one common economic and social problem.

Grand Rapids with 164,000 population is surrounded by four townships (one the most populous unincorporated area in the country) and two other incorporated cities, all comprising a metropolitan area with a population of 209,000.

Also, we were anxious to discover other citizens who could and would contribute something to the effort, whether it be time or funds, to carry on the work. There could only legally be six citizen members on the Planning Commission (three ex-officio members, the Mayor, a Commissioner and the City Engineer), but there could be an indefinite number actively participating in a citizens' group.

Accordingly, in August 1943, we sent, with the help of the Chamber of Commerce, a letter addressed to some fifty organizations and individuals, representing business, industry, labor and civic affairs, signed by the "Committee

of Six" and invited them to send one or two unofficial representatives to a dinner meeting the last day of August, for the purpose of organizing some kind of a planning council.

Some fifty people came to dinner and an organization committee was appointed, after a very interesting discussion of the subject of planning. As a matter of fact, the exact procedure was still a little vague in everyone's mind. We just knew something should be done.

The editors of the two local daily papers were taking an active interest in the organization and their support and excellent editorials were most helpful in furthering public support.

On October 7th, 1943, the organizing committee again sent a (complimentary) dinner invitation for the 14th to those of record attending the previous meeting, plus some additional citizens who had shown a desire to help with the program.

On October 11th, before the dinner, the City Commission passed the planning ordinance as recommended and without any changes in the wording of the excellent State Act. The Mayor immediately appointed and the Commission approved the five of the original organizing committee as members of the new planning Commission.

The second organizing dinner was again a success. There was further enlightening discussion, a possible future Board of Directors was chosen, and the necessary Committees appointed.

The Board consisted of the City Attorney for East Grand Rapids, the President of and the Chairman and another member of the Real Estate Boards' planning committee, Mrs. Judd of the League of Women Voters; the secretary of the Y. M. C. A. (also representing the Ministerial Association); the Editors of the two papers, the Executive Secretary of the City Planning Commission, a Township Supervisor, Mayor of the Satellite Cities, Presidents of the Local and County P. T. A., a former member of the Board of Appeals, chairman of the State Board of Aeronautics and Manager of our local top-notch Airport; Secretary of the Builders and Traders Exchange; four representatives of organized labor, A. F. of L., C. I. O., Building and Construction Trades, etc., President of the Board of Education of one of the townships, the President of the Safety Council and Mr. Ransford of the original committee, Chairman of the Executive Committee of the Chamber of Commerce.

This was a most representative and enthusiastic group. It was a notable meeting in that it was the first time in the history of the city that such a widely diversified group had collected around a common table to try and solve a pressing community problem.

A subsequent meeting November 6th was held and the Metropolitan Grand Rapids Planning Association, a non-profit corporation, was officially inaugurated, and officers duly elected and committees appointed.

The first good deed of the Association was to further stimulate planning by bringing Mr. Ladilas Segoe, one of the country's foremost planning consultants to Grand Rapids for a two days' visit on December 1st. Mr. Segoe attended two luncheons and one dinner meeting with representative citizens from all walks of life.

The success of his mission is attested by the leading editorials in both papers after his visit. Quoting from the Grand Rapids Press—"The point Mr. Segoe made is that planning must evolve from the economic, social and political conditions of the community," and from the Herald—"Mr. Segoe brought a new atmosphere to the whole planning campaign . . . means making a better city in which to live. . . . It was a most inspiring and enlightening exposition" It is hoped that we will be able eventually to have Mr. Segoe as a Consultant for the entire Metropolitan area.

At the present time, the Association is collecting data and making charts preparatory to a basic economic study of the community. A well known economist will be secured to analyze the data.

It is further the purpose of the Association to co-relate all the activities of the various groups working on local problems which affect planning. The local committee of economic development is working on the industrial picture. They have mailed an employment questionnaire to all local concerns.

There is a competent tax committee studying that problem—Grand Rapids is a fifteen mill limitation city and the government is inadequately functioning at present on depleted revenues plus a back log of delinquent taxes. Under these circumstances, badly needing new fire equipment, having eliminated all playground supervision and other things, it is difficult to persuade the City Commission that at least token funds must be provided for a competent planning technician and staff.

In the meantime, the city planning commission, with an appropriation of \$3,000 to run eight months, has contracted for the services of Mr. Hugh Lynch, who was with the city planning department at the time Mr. Bartholemew made his study. He has not been active in planning since, but his thorough knowledge of the city and its past history is invaluable to the planning commission.

We have "borrowed" a skilled draftsman from the Park Department and have almost completed a base street, stream and railroad map of the entire Metropolitan Area at 800 ft. equals one inch. This will be reproduced at 1600 ft. scale for our land use, traffic and other studies.

We are getting the cooperation of the officials in the other six civil divisions, who will use their portion of our base map and adopt the same symbols in their studies, so we can eventually make a complete mosaic of the entire community. In this way we hope to stimu-

See WELCH—Page 74



"There'll be slim days ahead unless we all start postwar construction planning now!"

WALTER R. MCCORNACK, Chairman
Committee on Postwar Reconstruction
The American Institute of Architects



"The question is not can your city afford post-war construction planning, but can you afford not to plan now!"

WILSON W. WYATT, President,
American Society of Planning Officials,
Chairman, Postwar Planning Committee,
American Municipal Association.

require planning
our responsibility
operation in ward.



First bottleneck to postwar prosperity
lack of construction planning now!"

S. MORRIS LIVINGSTON
Chief, National Economics Unit
U. S. Department of Commerce

"THE Committee for Economic Development and the United States Chamber of Commerce are busily at work all over the country making plans for business and industry following the war. Why? Because hard-headed business men know that the staggering problems of reconversion will present a challenge even greater than that of war production. This planning will pay for itself as a matter of dollars and cents.

"Of course we should decide at the earliest moment just what public works are soundly needed. More sewers? Parks? A new municipal building? Streets, viaducts to eliminate traffic hazards? Additional school buildings, hospitals, clinics? What housing? And no doubt a great deal of remodeling and deferred maintenance. The most probable jobs should be designed, the engineering completed, the plans drawn, and the specifications spelled out. We should have them ready for the actual letting of contracts on short notice. Let us be ready with projects soundly conceived and carefully selected for the good of the people and the business in the community. It will be too late to start work when the hour of peace shall strike. Time is required to do this work, and we still have the time if we start at once.

"The same individual initiative, vision, and action applied in winning the war can be applied to our government and business which will follow the peace. Our plans must be big plans. With dynamic leadership from you, your city can strike toward new goals, physically, financially, culturally, and spiritually, both in business and in all its way of life. And now is the time for action—get busy with your architects and engineers today!"

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Business executives and civic officials should start plans with their architects and engineers right now, and be ready with every possible industrial, residential and civic construction and reconstruction job when civilian building gets the green light!

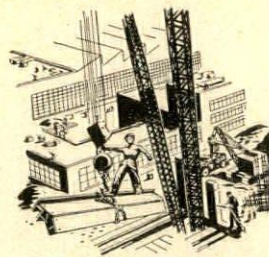


tion, reconstruction, maintenance and repair channels into which millions of war workers immediately after major hostilities cease. ing industry, as in other industries curtailed is acute danger that expansion will not be manpower and materials are released for contribute its full share towards immediate tent, construction activities of all kinds will much more rapidly than ever before in a f time.

reck will not be shortages of raw materials e real danger lies in the lack of plans which between the time people first start thinking about that new house, factory or public works project, and the time the first shovelful of dirt is turned.

"Conservatively estimated, at least ten million people are depending upon postwar construction jobs on and off the site . . . depending upon you to get plans started with your architect and engineer right now!"

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SUBSIDIARY OF REPUBLIC STEEL CORPORATION



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To help spur all America to planning action immediately, Truscon for many months has been running a forceful campaign in Business Week.

The messages that appear on the opposite page are some of those that have recently appeared. Over 500,000 executives and responsible building-minded people are reading these Truscon messages each month.

The Truscon "plan now" campaign will continue this year, gathering new interest and momentum, and encouraging immediate employment of your architectural planning services.

And here's a suggestion you might want to follow. Why not send the latest Truscon "plan now" message to a list of the prospective clients in your territory? We shall be glad to supply the number of reprints you need, free of charge, and there is no obligation.

TRUSCON STEEL COMPANY
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WELCH (Cont'd from Page 7)

late local Governmental planning co-operation.

The City Planning Commission passed a resolution at its last meeting February 7th, requesting the City Commission to authorize the Planning Commission to employ a planning technician. Because of the urgency in properly preparing a public improvements program to provide conversion period employment and to be sure that these improvements become part of constructive, long range plans to correct the many ills that have befallen the city.

In the meantime, we have been contacting a number of sources and while outstanding city planners are very much at a premium, we are hopeful that the City Commission will "see the light" and by Spring we will have our man.

In starting to evaluate the public improvement program in relation to some community building, to eliminate as much as possible pyramid building and to prevent raking, we are having the full cooperation of all the city departments. We have a very agreeable understanding that we are working toward a common goal and that each has his own part to play—the Planning Commission acting as a co-relation body, almost like a Board of Directors, formulating policies, seeing the overall picture of the common welfare, but creating no actual "blue prints."

One of the main objectives, of course,

is to remove this entire process from the local minority group pressures that, in our democracy, are always present politically, especially at the municipal level of Government. It gives the conscientious city employee and elected representative an excellent place to put the responsibility for not mis-planning something, or blocking a constructive move that benefits the entire community but maybe treads on the toes of a few who selfishly believe themselves to be privileged characters.

The Association is in the midst of a membership campaign by direct mail and so far has obtained some four hundred members at one dollar regular membership and five dollars sustaining membership. Later, when plans are better crystalized and a budget can be adopted, it is hoped that able and interested parties will make substantial contributions so that a constructive program can be accelerated.

In closing, I would like to sound a note of warning. We are having a breathing spell as far as private and public civilian works and a semi-respite from some of our peace time problems, such as traffic and parking. Necessary wartime regulations, such as staggered hours, limited deliveries, etc., have materially eased many conditions which were becoming a serious problem. Our troubles will return, however, in the post war period and many can be seriously amplified. We must not be lulled in a false sense of security.

Further, as architects, this breathing spell has given many of us time to think about the broader field of planning—the City. Some of us have rushed in where angels fear to tread, with all manner of solutions for the city's troubles. Planning is not the open Sesame for the life perfect—it can only help. We must be sound in our predictions. There are authorities on some of these subjects who have been studying these matters for years—they just might refute and be able to prove some of our wild predictions to be a little ridiculous.

Let us contribute to the cause with our ability and "know how" in planning, and take counsel with those experts who know their statistics. We have a great part to play in the reconstruction job in our own field. More power to us—if we are worth our salt, our accomplishments and works will speak for themselves.

CHANGE IN GERMAN ATTITUDE

Francis Vicovari, a New York architectural draftsman, and volunteer ambulance driver, recently returned on the exchange motorship Gripsholm, tells a story of changed German attitude, from and of harshness while the Nazis were winning, to that of kindness after the tide had turned. He said that when the Allies began winning, more barracks were built to house prisoners, and the food became better.

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TOMORROW'S CARS AND ROADS

By Robert Moses

The automotive industry faces postwar research problems which will tax to the limit our vaunted Yankee genius. These problems go way beyond the shape, size, weight, speed, and price of postwar cars. There are more things to be studied than my friend Mr. Kaiser's 500-pound, five-passenger, 100-miles-an-hour-on-one-gallon-of-gas plastic car, purchasable at every good filling station at five hundred bucks.

A distinguished architect recently made this comment about housing to an association of builders:

"Our industry is giving the general public a picture of radical change and unusual improvement to come after the war, and this is going to be a boomerang. For a time at least there are going to be few changes of any importance and radical or mass changes in construction are going to come gradually and over a long period of time."

Precisely the same remark applies to the postwar automobile. There are plenty of things we must do to pave the way for the new car. For one thing, the makers of cars and fuel and the builders of roads must meet and cooperate. There is no sense in building trucks too big and heavy for the roads and roads too flimsy for the trucks, and in loading trucks and buses with heavy freight and passengers better carried on rails. What does a manufacturer gain by boasting of high-speed cars if the destruction they will cause is so great that the public will turn against them? Why multiply trailers if communities get fed up with road gypsies? Why should the manufacturer's interest stop at the salesroom and the highway engineer's concern begin there?

The first chore is one for geologists as well as chemists, engineers, and salesmen. Where shall we get gasoline? How fast are our oil supplies disappearing? What are the substitutes? Coal, of course, is one of them, but mining is becoming more expensive. Another puzzle involves the future of iron ore and the substitutes for it. Still another is the problem of rubber. Fortunately, synthetic rubber is well on its way. The question arises—how much will be synthetic and how much natural and what will be the costs? Still another problem is that of plastics and the new metals such as aluminum and magnesium, whose weaknesses and potentialities are as yet only vaguely known.

Furthermore, we don't know when the war will end, what sort of government we will have afterward, what encouragement will be given to private business, how fast war orders will be canceled, how long the tapering-off process will go on, what plants, equipment, and tools now owned by federal agencies will be turned over to the present contracting manufacturers, abandoned, or otherwise operated. Nevertheless, the industry will have to make intelligent and conservative guesses in the midst of all these uncertainties.

Public officials, on the other hand, must think of the roads of tomorrow, of advanced highway design and of improved materials, methods, and equip-

ment, without which the new passenger cars, trucks, and buses are worthless. We must have some idea of what production the industry has in mind in order to be able to schedule road construction and repair intelligently.

A deal of nonsense has been spouted recently about highway travel. For a while we had a spasm of enthusiasm for tremendous transcontinental highways. This died as the result of sheer logic, because there never were figures to prove that there existed or would exist in the near future any really substantial amount of transcontinental travel as distinguished from regional and local travel, excepting, of course, a few main routes from coast to coast and from Canada to the Gulf, and the Inter-American highway system.

General Motors spent some \$7,000,000 on the Futurama at the 1939-40 World's Fair. It was a swell show. Thousands of people stood in line for hours to get a free ride on an ingenious merry-go-round from which they could see spread before them sixteen-lane roads, photo-electric controls shifting cars from one speed level to another, and spiderlike bridges hanging by a single thread over the great chasms and rivers.

The Futurama was a legitimate, first-rate, stimulating advertising stunt and was deservedly successful. But it wasn't meant to be a practical guide for present-day manufacturers and public officials who must be responsible to car owners and taxpayers for what they do. Actual construction must be planned, financed, and done under all sorts of limitations.

It is finally dawning upon both dreamers and rural-minded officials that most of our travel originates and ends in cities and that when we bypass the cities we simply duck around the entire problem and thrust it upon crowded communities which cannot meet it without help. Standards for ordinary streets, country highways, and secondary roads are fairly well established. It is the congested urban and suburban main artery that requires our clearest thinking and best judgment.

Out of all the welter of controversy about postwar public work one fact is emerging. The average citizen is enthusiastic about highway improvement. He knows that our highways are rapidly going to pieces because of war restrictions on construction and repairs. He has seen what some communities have done and wants their example followed elsewhere. He wants as good a system for his neck of the woods as the best elsewhere. Every American wants a durable, cheap car, and he looks to the automobile industry to provide it.

He has no desire to wear that car out quickly on a broken and obsolete road system. What is more, he is willing to pay the bill.

How shall our highway improvements be financed? Some will be paid for out of matched federal and state funds; some by bond issues, some out of license and gas taxes, some out of other current taxes, and some by assessment. Others will be wholly or partly self-liquidating by means of tolls and other service charges. For many years the American public paid tolls on turnpikes as well as bridges and ferries. But the backbone of our new national highway system cannot be made out of toll roads. It will be devised and financed on a joint, co-operative federal, state, and city basis.

We already have substantial federal matched moneys for design of postwar highways, and the more progressive states and municipalities are taking advantage of these inducements and supplementing them with funds of their own. The federal program will be sound and successful as long as federal highway officials continue to allow it to develop locally, do not interfere with local initiative, and demand only that the projects be feasible and the work well done. If there should be an attempt to run the entire national highway system from Washington, local initiative and support would disappear. We would then have the same cumbersome, overmanned, bureaucratic, federal machine in the domain of public works which we now have in so many other fields.

What sort of roads should we build? We should build parkways where they are appropriate; that is, where there are scenery and local values to preserve, where travel should be restricted to passenger vehicles. We should have thruways free from traffic lights and crossings at grade, but open to all sorts of vehicles. Finally, there are ordinary roads and streets with frequent access which should be built the right width and with all tested improvements.

We have been experimenting with considerable success on major crossing eliminations. Several more or less standard types have emerged. We have developed numerous examples of all these types. The problems are, of course, most difficult in metropolitan areas. Here the obstacles are most numerous, opposition is greatest, costs are highest, and the tendency is most to be highest, and the tendency is most now what modern traffic arteries will cost.

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our new arteries? There is no use hiding the figures. An ordinary four-lane concrete highway runs to \$100,000 a mile without counting the right of way. A typical rural section of four-lane parkway with only a few grade separation bridges costs \$250,000 a mile; a typical suburban section of four-lane parkway, \$400,000 a mile; a mixed urban traffic artery with six lanes, \$800,000 a mile; a six-lane city parkway through expensive and often built-up areas, from \$1,250,000 to \$1,750,000 a mile; arterial improvements with six lanes and a service road along built-up waterfront, involving reconstruction of plants and industrial and commercial structures, at least \$2,000,000 a mile; elevated parkways with surface lanes below in cities average about \$3,000,000 a mile.

Comparatively little is known about proper lighting and marking of parkways and thruways. We need more experimentation in this field. We must have more study of parking facilities, especially in cities, and of bus terminals, and we must decide whether private enterprise can provide the answers. Planting and landscaping is another subject which requires much more study than we have given it. Obviously, more elaborate and more expensive landscaping is justified on a parkway than on an ordinary express road, but express arteries can also be planted intelligently and economically. In some places attractive scenery already exists and merely needs to be preserved. In other cases it must be made.

The old-fashioned, society, bird-bath, landscape architect will never concede that the less exotic the stuff he orders, the better it will be. It has been found, for example, that many attractive trees and shrubs can be planted in sand without dragging in immense quantities of topsoil, and that native material can be made much more pleasing at smaller cost.

Then there is the question of the size of cars, trucks, and buses. It is obvious that buses and trucks can become so large and so heavy as to obscure other traffic, break down the roads, and convert them into semi-private rights of way in which in the end the big vehicles drive the others off entirely.

Another automobile menace is the railroad crossing at grade. There is a curious assumption, not substantiated by either the courts or common sense, that the elimination of such crossings is something separate and apart from modern highway construction. As a matter of fact and law, the automobile and not the train has caused the danger at such crossings, and the elimination of railroad crossings is therefore primarily a highway problem. These eliminations are more expensive than those where two or more highways meet, and their design, especially in settled communities, is much more than an engineering problem, because it will determine whether they will improve or blight the surroundings.

Until quite recently some obstacles were accepted as the road builder's

headache. In this category always were hills, valleys, swamps, and small streams. Others, for no good reason, were left to all sorts of public and even private enterprise to meet. For example, the highway engineer gracefully bowed out when his road hit a city line, a railroad, or a good-sized river. There is no generic distinction between a big bridge and a little one, and, toll or free, the bridge is an integral feature of the road system and should be planned as such. Similarly, at water gaps too wide to be spanned by bridges, large, steady, fast auto ferries should be just as much the road engineer's concern as culverts, drainage, or curbs. North and south Michigan are tied together by the Mackinac Ferry, run by the State Highway Commission.

It is to be hoped that the great objective of the new cars and roads will be safe, uninterrupted travel at moderate speed over durable roads. Here we require more restraint rather than more imagination and energy. The speed demons are fanatics. I refer not to careless, irresponsible, or drunken drivers, but to supposedly responsible people in one way or another engaged in the automotive and highway industry or in the driving of cars, who honestly believe that cars should not be made to run faster on special occasions and for advertising purposes, but that speed regulations should be lifted entirely or greatly liberalized. They want all cars, trucks, and buses to run at from sixty to eighty miles an hour, even in congested areas. They favor parkways, boulevards, and thruways without crossings, with infrequent entrances, and without traffic lights, not merely to facilitate smooth travel but to encourage rapid transit equaling train schedules.

The time actually saved by speedsters is very small. The difference between forty and sixty miles an hour on a twenty-mile stretch on one of our parkways is only ten minutes. Not only is the danger increased, but at high speed accidents are always serious and often fatal. High speed on ordinary roads without traffic dividers is foolish. On the highways of tomorrow it will be suicidal. One of our most famous brain surgeons told me that a large proportion of all the head injuries he treated before the war were caused by head-on automobile collisions. Our record of automobile accidents is frightful.

All this applies primarily to passengers. In a world in which speeding becomes a habit sanctioned by law and fixes a new tempo of travel, what will become of the luckless pedestrian and his children? Of 40,000 persons killed in car accidents in 1941, almost 11,000 were pedestrians.

Thirty miles an hour on the average boulevard is plenty in cities, forty is enough in the suburbs, and fifty should be tops anywhere in the country, no matter how open and thinly populated. My idea of futility is to build a beautiful parkway for speed demons who can't

tell a flowering shrub from a bale of hay. I do not believe that any manufacturer should be allowed to advertise that he makes cars which will run eighty miles an hour. I speak of an official who for years has had to look at daily records of gruesome accidents, and as one who knows that no improvement in the making of cars and roads, no center curbs, no training, no regulations, and no police supervision can make high speed even comparatively safe. Fast driving should be stopped at the source—that is, in the factory.

These transportation problems require our very best thinking, and the quicker we get at them the better it will be for all concerned. If in the process we can screen out the type of planner and publicist who is merely educating himself at public expense, our progress will be much more rapid and we shall be much more certain that we are going in the right direction.

ENTICING CURVES

Those who object to the box-like appearance of the new architecture will have little to object to as the type develops. The most significant trend in the new forms is away from the box. Rooms will not be rigid cubicles and houses will not be a bunch of cubicles crammed into a box as our houses have been these many years. The room shapes will melt into one another, combination uses of rooms will give us interesting shapes, varying ceiling heights, and inter-relation with the garden. Part of the garden will even come into the house, and if you think that is silly you should see how pleasant it is when actually done.

Curved lines will take their places as the use of laminated wood arches and trusses take the place of the flat roof. The wall may curve and melt into the roof with no heavy cornice construction with all its complications. We know how stiff a one-quarter inch sheet of plywood can be when it is bent into a gentle curve. Interior partitions will make use of this fact to make them mere curtain walls rather than heavy bearing partitions, whether they bear or not. Plywood or wallboard wall panels will be constructed with the bottom curved to form the base and shoe, no ledges or dust-catchers. The same for the cove at the ceiling and even the room corners can be curved.

Sound conditioning will bring in more curved walls and walls not parallel to each other. With panel or suspended types of construction the walls will not have to be a joint length apart. This will make the houses more quiet, restful and spacious.

So if you say you don't like modern architecture because it is so box-like and cold, you are not looking very far into the future.

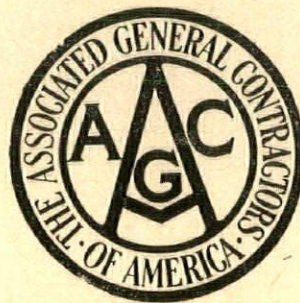
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SKILL, INTEGRITY AND RESPONSIBILITY

FACTORY-BUILT HOUSES AN URBAN THREAT

But Foresight May Bring Big Benefits
from Prefabrication

By ALBERT CHARLES SCHWEIZER*

From The American City

*The author of this article, formerly Principal Planning Technician of the National Resources Planning Board, is also co-author of "Action For Cities."

Modern techniques in house building present a potential threat to our cities. The danger lies in the factory method of production, or rather in the application of that system to houses as it has been applied to the automobile. Automobile sales policies have been based on fashion appeal. Autos are not built for longevity. The makers are more concerned with getting cars into the scrap heaps to make way for new sales of new models than they are of creating a durable investment. Fortunately, automobile graveyards are usually in out-of-the-way places to which the cars can be carted when their span of life is over.

Were houses built on the same principle, to fall to pieces after a brief term of years, results would be more tragic. It is, of course, much worse to live in a wreck than to have to drive in one occasionally. And jalopy houses cannot be driven or dragged off as readily to out-of-the-way junk heaps. Left on their sites they become eyesores and start their neighborhoods on the way to becoming slums.

Prefabrication or other factory form of production will naturally tend toward a non-permanent product. Cheapness will be an important factor in overcoming resistance to this new product. And cheapness will encourage the use of unsubstantial materials and easy, weak articulation. Even in the better grades of structure there will be an understandable tendency to lighten the handling and shipping weight, with a consequent reduction in thickness and strength of members.

Houses That Will Not "Grow Old Gracefully"

Such an unsubstantial structure will not encourage the effort at repair found even in many of the less expensive houses of today. There will be a tendency to get the maximum of maintenance. There is prospect of a house trade-in practice, probably not on the one-year basis found so generally in the case of cars. Moving will present some inconvenience, though not enough to prevent fairly frequent change. This means less responsible ownership.

Another tendency which must be expected in factory-produced buildings is that of extreme economy of space. Undoubtedly they will be much more efficient than present custom-built homes of the same class. They can be more carefully planned for utilization of space due to economies of mass design. There will be a strong compulsion to reduce dimensions to a minimum for conservation of materials in cheap lines

and for ease of handling and transportation in all types.

Such space economy will not make for more gracious living in the home. And smaller floor area will make it possible to put these structures on smaller plots. Unless precautions are taken to forestall huddling, there may be an overcrowding approaching that produced in the small house sections of some cities by the ground-rent system.

The picture of an area crowded with cheap factory-produced homes a few years after erection is not a pleasant one to contemplate. Apart from decrepitude, there will probably be added the fault that someone has pointed out as characteristic of too many modern materials: they "will not grow old gracefully."

Possibilities of Prefabrication

This pessimistic view of the possible unpleasant effects of widespread use of prefabricated or other factory-built houses will not and should not be a deterrent to their development. We must assume that many of the mass production structures will be sightly and substantial. As for the others, we cannot take them for granted. Their adoption after the war may be quite rapid, as many sizable firms, with capital to spend for promotion and large plant facility which will be released from war production, are making their plans to go into this field. With foresight we may prevent their being another evil visited upon cities.

One way of preventing the blighting of areas by these unsubstantial structures is to exercise some control of obsolescence. And this may apply as well to houses built by the normal methods of today. There is a growing feeling that buildings which have outlived their usefulness should be razed. This is markedly recognized in England where the Uthwatt Report recommends compulsory demolition. It might be regulated by the terms of financing the house purchase, or by leasing the structure for the term of its natural life. The same result might be achieved in connection with the sale of the land by the application of a deed restriction for the protection of the neighborhood.

Obsolescence and Demolition

Control of the evils of obsolescence should be possible through legislation. Unfit houses are one of the elements of blight. As such they contribute to the lowering of value of property. Consequently, the tax return is lessened and the community is justified in taking steps to require demolition. Such legislation may take time to develop and involve extension of currently acceptable limitations to police powers.

It is normal business procedure to write off a certain percentage of the investment in a building annually for depreciation. Mandatory demolition would be putting such an amortization on a more accurate basis. Allowance, therefor could be made in the price and should not work undue hardship, since its absorption in the cost would still produce a great saving over permanent types of construction. Cost of demolition should not be too great, and considerable salvage value might be reclaimed, perhaps enough to cover demolition costs. Houses might be factory-built under certain conditions.

One practical difficulty in carrying out mandatory demolition might be the determination of the useful life span of such a home. Obviously, there would be considerable range in the period of usefulness of different types of non-permanent houses. This would indicate the need of classification of such structures. Materials and construction would have to be standardized, or capable of inspection and testing, to determine classification.

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NOW IS THE TIME TO SAVE FUEL OIL

The United States Government today permits replacements of old, uneconomical heating equipment. The Heil Company of Milwaukee, Wisconsin, through their dealer, the Enterprise Heat & Power Company of Detroit, have available oil heating equipment which will save from 25 per cent to 30 per cent on fuel.

The Enterprise Heat & Power Company is featuring boiler-burner units for home-heating service and small commercial buildings which are said to incorporate revolutionary principles of design to insure high operating efficiency and low fuel consumption. Modern production facilities have made it possible to manufacture these automatic oil-fired plants at prices low enough to afford the advantages of oil heating to home owners in all income brackets.

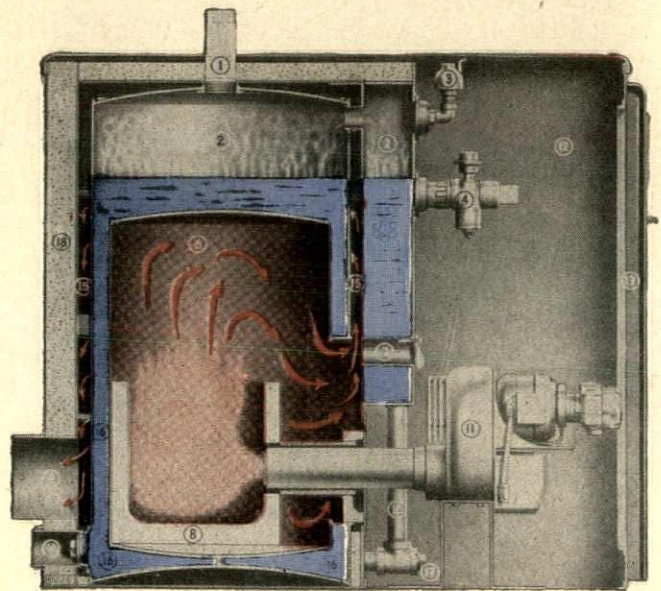
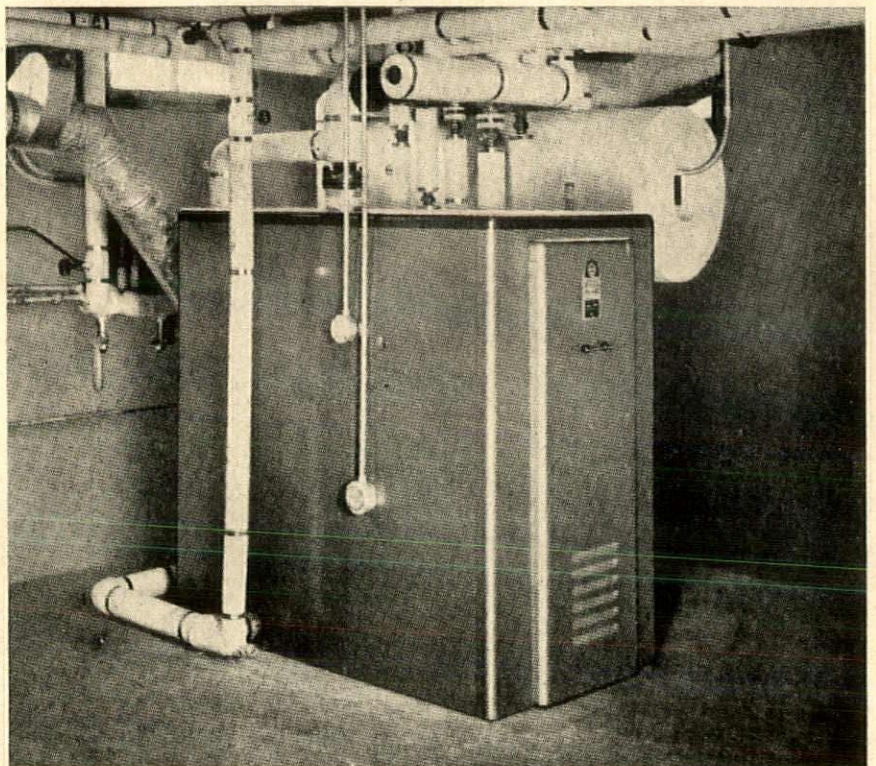
These units, which are products of the Heil Company, of Milwaukee, are complete in themselves and are suitable either for steam vapor or hot-water service in four sizes, 400 sq. ft., 525 sq. ft., 800 sq. ft. and 1250 sq. ft. (EDR). The specially designed boilers are constructed of heavy-gauge boiler plate, and all joints are insured against leakage by the electric-welding process. Heat is generated within these boilers by burners designed to operate at maximum efficiency on inexpensive number 3 fuel oil. The complete assemblies are encased in streamline steel jackets insulated against heat loss, and the jackets are supplied with a durable baked-enamel exterior finish which presents the attractive appearance of hammered copper.

One of the outstanding features of design which contributes to the high operating efficiency of the boiler-burners is the elimination of boiler tubes in favor of a new principle that embodies the use of a water leg which surrounds the combustion chamber. The flue travel is such that the heat completely encircles the water jacket, the unusually large amount of surface insuring a maximum of efficiency and economy in the use of fuel.

The Heil equipment is ideally suited for installation in new homes or for the replacement of other types of heating systems in old homes. Laboratory tests have shown that these units have an efficiency rating of 81 per cent as compared to the 59 to 60 per cent which has been found to be the rating of the average boiler.

For the last several years, Mr. Walter Cytacki, the president of the Enterprise Heat & Power Company, has offered a complete line of Heil Oil-burning equipment, which includes conversion burners and furnace units for winter air-conditioning, in addition to the boiler-burner units.

The Enterprise Company maintains a well organized installation and service crew which has earned a wide reputation for efficiency and skill. The company is also ready at all times to supply architects, engineers, builders and other interested individuals with free heating estimates and other information of a similar nature.



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BLANFORD SEES 1,000,000 HOUSES A YEAR

Says Postwar Job Is For Private Enterprise

Housing in the post-war period will be primarily a job for private enterprise and the responsibility for planning should rest with communities themselves, National Housing Administrator John B. Blandford, Jr., testified recently in a hearing before the House Public Buildings and Grounds Committee.

The main post-war undertakings of the Federal Government in relation to housing should be in a fiscal, insurance and credit framework, with any aid given to publicly financed housing made a part of "the whole housing picture," Mr. Blanford said.

"If our housing future is shaped in these terms, a program of 1,000,000 to 1,500,000 houses a year for a 10 to 20-year period, becomes clearly an attainable goal," he added. "This might mean a capital investment, preponderantly private, running up as high as \$8,000,000,000 a year and a volume of employment running up to 4,000,000 or 5,000,000 workers—taking no account of the indirect economic benefits of such a program."

Mr. Blanford said the National Housing Agency was still concentrating on its war job, and that the experience gained in that job had helped clarify thinking on post-war policies. He said that Federal programming of war housing was essential, and added:

"However, I want to state definitely that the NHA does not regard the war experience as any guide whatsoever as to the relative amounts of private housing and public housing that should be built. During the war, private enterprise provided about half of the new construction. But in the few years before the war, more than 95 per cent of all the housing in the country was privately financed. The NHA is confident that the post-war situation will be very much more like the pre-war situation than like the situation during wartime.

"We believe that this is in accord with the peacetime capacities of private enterprise and the peacetime needs of the country. More than that; we may find, when peace comes, that lower income groups than ever before may be served by private enterprise, through new methods, and through types of aid not yet utilized, but still representing smaller governmental commitments than public housing.

"Undoubtedly, for the lowest income groups and for some of the slum clearance jobs, public aid in whatever forms prove most desirable will continue to be necessary to carry forward a balanced housing program for all groups. But . . . we do not believe that public housing is a part of public works. We believe that determinations with regard to public housing should be co-ordinated with the stimulation and encouragement of private housing—and that the two must be handled together, insofar as activities of the Federal Government are concerned.

"We believe also that any public housing after the war should be local projects, with maximum feasible local aid, representing maximum feasible community agreement, and with only such Federal aid as is necessary to serve the need. Even where the Government extends aid to housing in the form of mortgage insurance, or loans, or other forms of aid, the Government should not involve itself in determining peacetime community housing needs. These needs should be worked out at the community level, through the voluntary co-operation of all groups in the community interested in housing—builders, real estate people, labor organizations, consumer and local public agencies.

"We feel that the Government can be most helpful along these lines:

"First, we should develop and declare a firm and stable post-war housing policy. Business men should know what the Government is going to do and what the Government is not going to do, so that they can plan and act without uncertainty.

"Second, the Government should help to stimulate private investment in housing by doing the type of research that others cannot do alone. It should accumulate, and make available, information on demobilization, population trends, and housing methods, so that every branch of the housing industry may have maximum knowledge about housing tech-

niques and housing needs.

"Third, the Government should unwind war regulations and controls relating to housing as rapidly as the war situation permits. This should be accomplished by an increasing volume of new housing for civilian use, so that the housing industry may be kept strong and active throughout the war period and ready for quick expansion after the war.

"Fourth, when the war situation permits, the programming of housing community by community by the Government should cease. Housing after the war should operate in a reasonably free market, with the hope, of course, that communities will realistically face their responsibility for sound community development."

In addition to utilizing and improving existing tools such as FHA mortgage insurance to stimulate private enterprise, NHA is studying two other major problems, Mr. Blandford told the committee.

"The first of these problems is that vast new housing needs will be created by millions of veterans returning from the war," he said. "Most of them will be young men, eager to establish homes for the first time. Some of these problems can be met effectively under our existing statutes; others require legislation.

"A second big problem arises from the fact that private enterprise is presently unable to invest in the construction of housing and related projects in many city areas, because of the excessively high cost of land. This land is held at a value much higher than its use value for redevelopment. At the same time, compulsory taking of this land at a lower value would unjustly injure financial institutions and investors. If, through some use of insurance or guarantees, this land could be made available at lower financing costs, tremendous programs of rebuilding, mostly by private enterprise, would become feasible."

REPORT TO INDUSTRY

This is the time to make plans for resumption of a civilian economy based on a postwar world; but the time has not yet come to put those plans into action, Donald M. Nelson, Chairman of the War Production Board made it plain recently. His point was that only if there is planning now can the transition from a wartime economy to a peace time economy be made "as smooth, as rapid and as fair as possible."

But he made it plain that there could be no general resumption of civilian products at this time. Military programs now still have first call on the nation's resources, he said, and "neither manpower, manufacturing facilities, nor component parts for large scale consumer goods production are available."

Mr. Nelson also said that he believed small business should be given first crack at production of civilian goods when the time is ripe and materials and manpower become available because: "the most important single thing we face is the future and fortune of small business in America."

ARCHITECTS & ENGINEERS WANTED

Architectural engineers and draftsmen wanted for layouts in connection with large bakery and food processing plant, for a midwestern concern. Further details on application. Address replies to "SITUATION," care of the Weekly Bulletin, giving particulars

REVISED SCHEDULE OF UNIT COSTS BASED ON CUBICAL CONTENTS OF BUILDINGS

Produced and distributed by DETROIT REAL ESTATE BOARD, 1032 Buhl Building, Detroit, Michigan

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Replacement Value Factor in Appraising

Speaking of construction costs and replacement values, Cyrus F. Springall of Malden, member of the Massachusetts Registered Architects, told students in the real estate appraising course last week at Harvard, that the average appraiser looks at a building after it has been built and attempts to put a value on it, and in arriving at the figure, the value of the building to him is the cost of its replacement at any given time, less its depreciation.

"The test as to whether to use the square foot or cube foot method depends upon the nature of the building. In the case of simple buildings such as a factory or a loft, where the enclosing materials constitute a large percentage of the building, the square foot method may be fairly safe.

"But where 70 per cent or more of the value of the building might be other than the wall, the cube foot method would be better; but it must be remembered that even the cubic foot basis is only rough and ready, extending probably to no more than 80 per cent of the value, to complete which the expert real estate appraiser has his own special judgment and experience."

Annually since 1915, the Detroit Real Estate Board has produced and distributed a schedule of unit costs employing cubical contents of buildings as the basis for determination of costs. The schedule, revised as of January 1st, 1943, is presented herewith.

The schedule of costs was produced primarily as a service to members of the Detroit Real Estate Board, as a guide in estimating construction, or reproduction costs and as a possible guide to appraisers. Within recent years, scores of requests for copies have come from all parts of the United States and numerous trade publications have asked permission to publish the schedule. It has been and continues to be the policy of the Detroit Real Estate Board to authorize reproduction of the schedule by recognized trade publications and by banks trust companies, insurance companies, building and loan associations, mortgage companies, appraisal organizations, etc., for the personal use of members of those organizations but no permission is given for reproduction of the schedule for sale. Additional copies may be purchased from the Detroit Real Estate Board at 25 cents each.

The willing and painstaking cooperation of the Department of Buildings and Safety Engineering in the preparation of this schedule is appreciatively acknowledged. In using this schedule, the rules established by Commissioner Joseph P. Wolff and his department heads, should be observed. These rules follow:

"The cubical volume of a building for the purposes of determining the fees shall be measured as follows:

From the outside of the walls and from the basement floor to the mean point of a pitched roof or to the highest point of a flat roof. The volume shall include all dormers, enclosed porches, pent houses, and other enclosed portions of a building, but shall exclude open porches.

"In the case of buildings without basements, the measurements shall be taken from the ground line, and in the case of large buildings having deep foundations, the height shall be measured from a point below the basement floor by an amount equal to 1-5 of the depth of the foundation.

"In the case of open shelter sheds and other open sheds, the volume shall be determined by measuring from the projection of the edge of the roof and from the ground line to the mean height of the roof."

The cost figures presented are presumed to represent the minimum cost at which a fairly good building of economic design, may be constructed under most favorable circumstances within the Detroit district. The costs contain architects' fees and contractors' profits and include all general items of construction and equipment, including plumbing and heating systems, elevators, etc. The schedule does not include cost of special equipment, such as incinerators, refrigeration compressed air piping, etc., and does not include the cost of financing.

As bids of individual contractors may vary from 20% to 40%, so may there be a marked variance in the costs of similar buildings erected within a single area. The quality of construction must be taken into account. The schedule presented is based upon the cost of average construction. The costs might be lessened by inferior construction or substantially increased by superior construction. In all instances the schedule should be used to reinforce rather than to supplant the experience, information and judgment of the user.

Since 1915, the schedule has been prepared under like circumstances and based upon like factors. It may be assumed, therefore, to present a rather accurate picture of the movement of building costs in the Detroit area during the past 28 years.

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Cement

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For complete details see Sweet's Catalog, Vol. 18, Page 13

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NEW ORLEANS

COST PER CUBIC FOOT IN CENTS

| Classification of Buildings | Aug. 1915 | Jan. 1, 1920 | Aug. 1, 1921 | Aug. 1, 1921 | Dec. 1, 1922 | Jan. 1, 1924 | Feb. 1, 1925 | Feb. 1, 1926 | Feb. 1, 1927 | Jan. 1, 1928 | Jan. 1, 1929 | Jan. 1, 1930 | Jan. 1, 1931 | Jan. 1, 1932 | Jan. 1, 1933 | Jan. 1, 1934 | Jan. 1, 1935 | Jan. 1, 1936 | Jan. 1, 1937 | Jan. 1, 1938 | Jan. 1, 1940 | Jan. 1, 1941 | Jan. 1, 1942 | Jan. 1, 1943 | Jan. 1, 1944 | | |
|----------------------------------------------------------------|-----------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------------|--------|--------|
| Factories and Warehouses: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fireproof (Under 300,000 cu. ft.) | 14 | 31 1/2 | 23 | 18 | 17 | 21 | 24 | 23 | 22 | 22 | 22 | 22 | 22 | 16 1/2 | 15 | 14 | 16 | 16 1/2 | 19 | 21 1/2 | 25 | 24 | 25 | 28 | 30 | 31 | 32 |
| Fireproof (Over 300,000 cu. ft.) | 12 1/2 | 29 | 21 | 17 | 16 | 19 1/2 | 23 | 22 | 21 1/2 | 22 | 21 | 21 | 21 | 16 1/2 | 14 1/2 | 12 1/2 | 14 | 15 | 17 | 20 | 21 | 20 | 23 | 25 | 26 | 27 1/2 | 28 1/2 |
| Mill Construction | 10 | 22 1/2 | 15 1/2 | 12 | 11 | 14 | 16 1/2 | 16 | 16 1/2 | 15 1/2 | 15 1/2 | 15 1/2 | 15 1/2 | 11 1/2 | 11 | 10 1/2 | 12 | 14 | 16 | 17 | 17 | 16 1/2 | 16 | 17 | 18 1/2 | 20 | 21 |
| Ordinary | 9 | 21 | 15 | 12 | 10 1/2 | 13 1/2 | 15 | 14 1/2 | 14 | 14 1/2 | 14 | 14 | 14 | 10 1/2 | 9 1/2 | 10 | 11 1/2 | 13 | 14 | 14 | 13 1/2 | 13 1/2 | 16 | 17 | 19 | 20 | 21 |
| Frame | 7 1/2 | 17 | 12 | 10 | 8 | 11 1/2 | 13 | 11 | 10 1/2 | 10 | 10 | 10 | 10 | 7 1/2 | 7 | 8 | 8 1/2 | 10 | 11 | 11 | 10 | 9 | 9 | 12 | 14 | 15 | 15 1/2 |
| Stores: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fireproof | 23 | 52 | 39 | 31 | 30 | 36 | 41 1/2 | 40 | 39 | 38 | 38 | 38 | 38 1/2 | 30 | 29 1/2 | 26 | 30 | 31 | 35 1/2 | 39 | 42 | 40 | 42 | 46 | 50 | 53 | 55 |
| Ordinary | 16 1/2 | 37 1/2 | 28 1/2 | 21 | 19 | 24 1/2 | 28 | 26 1/2 | 26 | 26 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 19 | 16 1/2 | 20 | 21 | 24 | 26 1/2 | 28 | 22 | 22 | 26 | 28 1/2 | 31 | 34 | 36 |
| Flats (Above Ordinary) | 22 | 48 1/2 | 34 | 27 | 23 | 30 1/2 | 31 | 29 | 28 | 28 1/2 | 27 1/2 | 27 1/2 | 27 1/2 | 22 | 21 | 18 1/2 | 21 | 22 | 25 | 28 | 25 1/2 | 25 1/2 | 27 1/2 | 29 1/2 | 32 | 35 | 35 |
| Ordinary without Basements | 16 1/2 | 34 | 27 | 23 | 20 1/2 | 28 1/2 | 28 | 26 1/2 | 26 | 26 1/2 | 25 1/2 | 25 1/2 | 25 1/2 | 18 | 14 1/2 | 14 | 15 | 17 | 19 | 19 | 16 | 17 | 20 | 22 | 24 | 25 | 25 |
| Markets: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Ordinary without Basements | 18 | 40 1/2 | 35 | 28 | 27 | 32 1/2 | 36 | 35 1/2 | 36 | 34 1/2 | 34 1/2 | 34 1/2 | 34 1/2 | 27 | 26 | 22 1/2 | 22 | 27 | 31 | 35 | 38 | 42 | 50 | 54 | 56 | 58 | 58 |
| Ordinary | 15 1/2 | 35 | 24 1/2 | 19 | 18 | 22 | 28 1/2 | 27 1/2 | 27 | 27 | 26 1/2 | 26 1/2 | 26 1/2 | 19 1/2 | 18 1/2 | 21 | 22 | 25 | 28 | 28 | 31 | 30 | 30 | 35 | 38 | 42 | 44 |
| Office Buildings: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fireproof | 30 1/2 | 68 1/2 | 54 1/2 | 44 | 35 | 51 | 54 1/2 | 52 | 51 | 49 1/2 | 49 1/2 | 49 1/2 | 49 1/2 | 39 1/2 | 32 1/2 | 32 1/2 | 37 1/2 | 44 1/2 | 50 | 55 | 53 1/2 | 54 | 59 | 64 | 67 | 69 | 66 |
| Ordinary | 22 | 48 1/2 | 34 | 27 | 25 | 30 1/2 | 35 | 33 1/2 | 32 1/2 | 33 1/2 | 32 | 32 | 32 | 25 | 24 | 21 1/2 | 25 | 26 1/2 | 30 | 33 1/2 | 36 | 33 | 32 | 37 1/2 | 40 | 45 | 47 1/2 |
| Hotels: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fireproof | 33 1/2 | 75 1/2 | 58 1/2 | 45 | 37 | 52 | 59 1/2 | 57 | 56 1/2 | 55 1/2 | 55 1/2 | 55 1/2 | 55 1/2 | 42 1/2 | 37 1/2 | 43 | 45 | 52 | 58 | 60 | 57 | 59 | 64 | 69 | 72 | 74 | 74 |
| Ordinary | 29 1/2 | 66 1/2 | 46 1/2 | 37 | 28 | 43 | 43 | 42 | 42 | 41 1/2 | 41 1/2 | 41 1/2 | 41 1/2 | 31 1/2 | 25 1/2 | 24 | 25 | 30 | 34 | 34 | 34 | 32 | 37 1/2 | 40 | 45 | 45 | 47 1/2 |
| Schools: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fireproof | 22 | 48 1/2 | 40 1/2 | 32 | 30 | 37 | 45 1/2 | 43 1/2 | 42 | 43 1/2 | 40 | 40 | 40 | 32 | 30 | 27 | 31 1/2 | 33 | 38 | 42 1/2 | 45 1/2 | 43 | 45 | 50 | 54 | 56 | 58 |
| Hospitals: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fireproof | 32 | 72 | 54 | 39 | 33 | 37 | 45 1/2 | 43 1/2 | 42 | 43 1/2 | 45 | 45 | 45 | 32 | 32 | 32 | 32 1/2 | 38 1/2 | 43 | 60 | 60 | 60 | 66 | 71 1/2 | 72 1/2 | 74 1/2 | 74 1/2 |
| All Steel Buildings: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Under 20,000 cu. ft. | 12 | 28 | 21 | 15 | 15 | 19 1/2 | 20 | 14 | 13 1/2 | 13 | 13 | 13 | 13 | 11 | 10 | 11 1/2 | 12 | 14 | 16 | 17 | 16 1/2 | 14 | 15 | 16 | 16 1/2 | 17 1/2 | 17 1/2 |
| 20,000 to 100,000 cu. ft. | 10 1/2 | 25 | 18 | 12 | 10 | 14 1/2 | 14 1/2 | 12 | 11 | 10 1/2 | 10 1/2 | 10 1/2 | 10 1/2 | 9 1/2 | 9 | 10 | 10 1/2 | 12 | 13 | 14 | 13 | 12 | 14 | 15 1/2 | 16 | 16 1/2 | 17 |
| Over 100,000 cu. ft. | 9 1/2 | 24 | 17 | 10 | 8 | 11 1/2 | 11 | 10 | 9 1/2 | 9 1/2 | 9 1/2 | 9 1/2 | 9 1/2 | 8 1/2 | 8 1/2 | 9 | 9 1/2 | 10 1/2 | 11 1/2 | 10 1/2 | 9 1/2 | 9 | 10 | 11 1/2 | 12 1/2 | 13 | 14 |
| Apartments: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Fireproof | 35 | 78 | 54 | 43 | 36 | 50 | 55 | 52 1/2 | 51 | 52 | 50 | 50 | 50 | 39 | 37 1/2 | 34 | 39 | 41 | 47 | 52 | 55 | 52 | 55 | 59 1/2 | 64 | 67 | 69 |
| Protected | 29 1/2 | 66 1/2 | 46 1/2 | 37 | 30 | 43 | 48 | 46 1/2 | 45 1/2 | 44 1/2 | 44 1/2 | 44 1/2 | 44 1/2 | 34 | 30 | 34 1/2 | 36 | 41 | 46 | 48 | 45 1/2 | 45 1/2 | 50 1/2 | 55 | 57 | 59 | 59 |
| Brick (Ordinary) | 28 | 62 | 43 | 36 | 29 1/2 | 39 1/2 | 34 | 32 | 30 | 30 1/2 | 29 1/2 | 29 1/2 | 29 1/2 | 24 | 23 | 22 | 25 | 26 1/2 | 30 | 33 1/2 | 44 | 42 | 46 | 50 1/2 | 55 | 57 | 59 |
| Brick (Veneer) | 24 | 54 | 37 | 30 | 22 | 34 1/2 | 32 | 29 | 28 | 28 | 28 | 28 | 28 | 22 1/2 | 22 | 21 | 24 | 25 1/2 | 28 | 31 | 31 | 28 | 25 1/2 | 31 | 34 | 36 1/2 | 38 |
| Residences: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Brick (with 12" basement wall) | 30 1/2 | 68 1/2 | 48 | 38 | 33 | 45 | 48 | 46 | 45 | 45 1/2 | 44 | 44 | 44 1/2 | 33 1/2 | 25 1/2 | 29 | 31 | 34 | 38 | 36 | 32 | 32 | 36 | 40 | 45 1/2 | 46 | 46 |
| Brick (1 Story with 8" Basement walls) not over 18,000 cu. ft. | 24 | 54 | 37 | 30 | 24 | 34 1/2 | 34 | 32 1/2 | 32 | 32 | 30 1/2 | 30 1/2 | 30 1/2 | 24 | 23 | 22 1/2 | 24 1/2 | 25 | 27 | 30 | 30 | 27 1/2 | 31 1/2 | 35 | 37 | 37 | |
| Brick (Veneer or Stucco) | 24 | 54 | 37 | 30 | 24 | 34 1/2 | 34 | 32 1/2 | 32 | 32 | 30 1/2 | 30 1/2 | 30 1/2 | 24 | 23 | 22 1/2 | 24 1/2 | 25 | 27 | 30 | 30 | 27 1/2 | 31 1/2 | 35 | 37 | 37 | |
| Brick (Veneer or Stucco) 1 Story | 21 1/2 | 48 1/2 | 34 | 27 | 19 | 30 1/2 | 30 | 26 1/2 | 25 | 25 | 24 | 24 | 24 | 19 | 19 | 19 | 21 | 21 1/2 | 23 | 26 | 24 | 19 | 19 | 25 | 28 | 31 | 32 |
| Frame (Veneer or Stucco) 1 Story not over 18,000 cu. ft. | 21 1/2 | 48 1/2 | 34 | 27 | 19 | 30 1/2 | 30 | 26 1/2 | 25 | 25 | 24 | 24 | 24 | 19 | 19 | 19 | 21 | 21 1/2 | 23 | 26 | 24 | 19 | 19 | 25 | 28 | 31 | 32 |
| Frame (Not over 25,000 cu. ft.) | 21 1/2 | 48 1/2 | 34 | 27 | 19 | 30 1/2 | 30 | 26 1/2 | 25 | 25 | 24 | 24 | 24 | 19 | 19 | 19 | 21 | 21 1/2 | 23 | 26 | 24 | 19 | 19 | 25 | 28 | 31 | 32 |
| Frame (1 to 1 1/2 Stories) not over 18,000 cu. ft. | 21 1/2 | 48 1/2 | 34 | 27 | 19 | 30 1/2 | 30 | 26 1/2 | 25 | 25 | 24 | 24 | 24 | 19 | 19 | 19 | 21 | 21 1/2 | 23 | 26 | 24 | 19 | 19 | 25 | 28 | 31 | 32 |
| Cinder Concrete Block | 21 1/2 | 48 1/2 | 34 | 27 | 19 | 30 1/2 | 30 | 26 1/2 | 25 | 25 | 24 | 24 | 24 | 19 | 19 | 19 | 21 | 21 1/2 | 23 | 26 | 24 | 19 | 19 | 25 | 28 | 31 | 32 |
| Cinder Concrete Block (1 Story not over 18,000 cu. ft.) | 21 1/2 | 48 1/2 | 34 | 27 | 19 | 30 1/2 | 30 | 26 1/2 | 25 | 25 | 24 | 24 | 24 | 19 | 19 | 19 | 21 | 21 1/2 | 23 | 26 | 24 | 19 | 19 | 25 | 28 | 31 | 32 |
| Garages: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Gas & Service Sta. | 30 | 23 | 18 | 17 | 21 | 24 | 23 | 22 1/2 | 23 | 22 1/2 | 22 1/2 | 22 1/2 | 22 1/2 | 17 | 17 | 15 1/2 | 17 1/2 | 18 | 21 | 23 1/2 | 25 | 24 | 25 | 28 | 30 | 31 | 32 |
| Fireproof | 20 | 15 | 12 | 11 | 14 | 16 | 15 | 14 | 14 1/2 | 14 | 14 | 14 | 14 1/2 | 11 | 11 | 10 | 11 1/2 | 12 | 13 | 14 | 13 1/2 | 13 1/2 | 15 | 18 | 19 | 21 | 22 |
| Mill Construction | 17 | 14 | 11 | 10 | 13 | 15 | 13 1/2 | 12 1/2 | 13 | 13 | 13 | 13 | 13 | 10 | 10 | 9 | 10 1/2 | 12 | 14 | 16 | 17 1/2 | 15 1/2 | 15 | 18 | 19 | 21 | 22 |
| Ordinary | 14 | 12 | 9 | 8 | 10 1/2 | 12 | 10 | 9 1/2 | 9 | 9 | 9 | 9 | 9 | 8 | 8 | 7 | 8 1/2 | 9 | 10 | 11 | 11 | 10 | 10 1/2 | 11 | 12 | 12 1/2 | 12 1/2 |
| Frame | 10 1/2 | 23 | 18 | 17 | 21 | 24 | 23 | 22 1/2 | 23 | 22 1/2 | 22 1/2 | 22 1/2 | 22 1/2 | 17 | 17 | 15 1/2 | 17 1/2 | 18 | 21 | 23 1/2 | 25 | 24 | 25 | 28 | 30 | 31 | 32 |
| Sheds Without Heat: | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Enclosed Without Floor (Frame) | 10 1/2 | 23 | 18 | 17 | 21 | 24 | 23 | 22 1/2 | 23 | 22 1/2 | 22 1/2 | 22 1/2 | 22 1/2 | 17 | 17 | 15 1/2 | 17 1/2 | 18 | 21 | 23 1/2 | 25 | 24 | 25 | 28 | 30 | 31 | 32 |
| Enclosed (Frame) | 10 1/2 | 23 | 18 | 17 | 21 | 24 | 23 | 22 1/2 | 23 | 22 1/2 | 22 1/2 | 22 1/2 | 22 1/2 | 17 | 17 | 15 1/2 | 17 1/2 | 18 | 21 | 23 1/2 | 25 | 24 | 25 | 28 | 30 | 31 | 32 |
| Enclosed (Ordinary Construction) | 10 1/2 | 23 | 18 | 17 | 21 | 24 | 23 | 22 1/2 | 23 | 22 1/2 | 22 1/2 | 22 1/2 | 22 1/2 | 17 | 17 | 15 1/2 | 17 1/2 | 18 | 21 | 23 1/2 | 25 | 24 | 25 | 28 | 30 | 31 | 32 |
| Enclosed Without Floor (Ordinary Construction) | 10 1/2 | 23 | 18 | 17 | 21 | 24 | 23 | 22 1/2 | 23 | 22 1/2 | 22 1/2 | 22 1/2 | 22 1/2 | 17 | 17 | 1 | | | | | | | | | | | |

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THE MICHIGAN SOCIETY OF ARCHITECTS

SCHEDULE OF RECOMMENDED CHARGES

(American Institute of Architects Document Adopted by the M. S. A.)

Ratified and adopted at the
14th Annual Convention
M. S. A., 1928



Distribution authorized at the
16th Annual Convention,
M. S. A., 1930

The Michigan Society of Architects, as a professional body, recognizing that the value of an Architect's services varies with his experience, ability and the location and character of the work upon which he is employed, does not establish a fixed rate of compensation binding upon all of its members, but, in the light of past experience, recommends that for full professional services, adequately rendered, an architect practicing in the State of Michigan should receive as reasonable remuneration therefor at least the compensation mentioned in the following schedule of charges:

1. The architect's professional services consist of:

(a) Preliminary studies, including the necessary conferences and the preparation of preliminary sketches, the least compensation of which is one-fifth of the hereinafter mentioned fees.

(b) Working Drawings and Specifications, complete ready for taking bids, the least compensation for which is an additional 2-5 of the hereinafter recommended fees.

(c) Supervision, including the taking of bids, the preparation of full size and large scale details, the general direction of the work, the checking of contractors' monthly statements, the checking of shop drawings for various trades, and the issuance of certificates of payment, the least compensation for which is an additional 2-5 of the hereinafter recommended fee.

2. The proper minimum charge for professional services on the average type of work, when let under a general contract, is 6% of the total cost of the work. When the major portion of the work is let under a general con-

tract and a minor portion is let separately to individual contractors, then 6% shall govern for the entire work, plus an additional 4% upon that portion let separately.

When all of the work is let separately to contractors for individual trades, then the 6% fee shall be increased by 4% additional to cover the architect's extra cost of keeping records and dealing with several contractors instead of one contractor.

3. On residential work it is proper to charge from 8% on the first \$50,000.00 of cost, and 6% on the balance. On residential work at a sufficient distance from the architect's office to require unusual time in travel, but not far enough distant to require rail or boat transportation, it is customary to increase the above-mentioned 8% and 6% charges to 10% and 8% respectively. In both cases the fee shall cover stables, garages and other dependencies.

4. In the hands of architects best qualified to design them, churches and ecclesiastical buildings generally bear a commission of from 8% to 10% on work under \$50,000.00, and 7 1-2% on work over that amount. Designing of or assisting in the selection of or purchasing of church furniture and fixtures, depending on the amount of detail work necessary and the time required, bears a commission of from 10% to 20%.

5. Buildings with complicated equipment such as laboratories bear a higher rate than the 6% quoted in paragraph 2, above, for average work. If taken at 6%, the equipment should be charged separately at a higher rate.

6. On monumental, decorative, and landscape work, special interiors, and special cabinet work, as well as alterations to existing buildings, whether federal, municipal, or pri-

vate, the minimum charge is 10%. Should the work involved require unusual study, or specialization, it is usual to charge 15% or even more.

7. Designs for fabrics, furniture, fixtures, lighting fixtures, and special decorative work other than for churches, the minimum charge is 15%.

8. On articles not designed by the architect, but purchased under his direction, the minimum charge is 6%.

9. On work of such nature that the final total cost cannot be reasonably accurately approximated, it is advisable and permissible to charge on a pay roll-over-head-profit basis, that is to say, to charge the actual amount of the payroll, plus the average percentage of overhead, plus a profit, of, say, 25%. If pay roll totals \$100.00 and overhead amounts to 85% of the pay roll, then the charge will be:

| | |
|---------------------------------|-----------------|
| Pay roll | \$100.00 |
| Overhead, 85% of \$100.00 | 85.00 |
| Total | \$185.00 |
| Plus 25% for Profit | 46.25 |
| Total charge | \$231.25 |

In offices having an overhead of 100% this method amounts to charging 2 1-2 times the pay roll, which is quite generally used. It is fair to both owner and architect. It often saves the owner a considerable amount, and insures the architect a reasonable profit.

10. As a substitute for the method suggested in paragraph No. 9 above, the architect may be paid a fixed fee for his own personal services, or, in some cases, a commission upon the cost of the work. In addition thereto, he is reimbursed by the client for his actual office expenses (pay roll, exclusive of his own drawing account, plus overhead). This is known as the "Fee-plus-cost" method.

11. All disbursements for travelling expenses, measurements, surveys, fees for expert advice when requested or sanctioned by the client, and the cost of all prints, to be paid for by the client.

12. All of the above charges are subject to increase by special arrangement, where the cost of the work is small or the conditions unusually difficult.

13. By special interiors and cabinet work, is meant that part of the work which is individual, and requires special study and drawings for each room or each feature thereof, as

distinguished from the work which is repetitious and which can be executed from typical drawings and general specifications.

14. The supervision of an architect does not guarantee the performance of the contract by the contractor, or insure the client against defective work thereunder.

Where the architect is retained to oversee preparation, manufacture, execution and installation of work, as well as to check final requests for payment for same, he will do everything in his power to enforce the spirit and the letter of the drawings and specifications. Beyond that he is not responsible.

15. The architect is construed by the courts to be the owner's agent and the owner is responsible for payment for labor and material ordered by the architect for the owner. The architect's power of agent is limited, however, to the building or work upon which the architect has been commissioned by the owner to perform professional services.

16. It is proper to charge for the preparation of sketches of any nature whatsoever, even if the client be asked only to reimburse the architect for his actual costs of payroll and overhead.

Under no circumstances will the architect offer to make sketches without charge or obligation in order to assist in soliciting business; nor will he submit to a prospective client's invitation to submit sketches under such conditions, for, by so doing, he may institute or be drawn into an ungoverned and unethical competition.

If the architect chooses to work without reasonable compensation, he may do so only under conditions which will not tend to injure his fellow practitioners.

UNETHICAL PRACTICE

If an architect has quoted a rate of fee to a prospective client, another architect seeking the same work and having knowledge of the rate quoted by the first, is guilty of unprofessional conduct if he attempts to obtain the work by quoting a lower rate of fee. Such conduct is unethical.

SUBMITTING SKETCHES

If an architect knowingly competes with other architects by submitting sketches without obligation, thereby submitting to an ungoverned and unauthorized competition, he is unfaithful to the profession, and guilty of unprofessional conduct.

(Reprints of this document are available through *The Bulletin*)

STANDARDS OF PROFESSIONAL CONDUCT FOR MEMBERS OF THE MICHIGAN SOCIETY OF ARCHITECTS

SECTION I.—ARCHITECTS

Adopted at 27th Annual Convention, March 20, 1941

Paragraph One—The successful practice of the profession of architecture demands scrupulous integrity and requires imagination, sound judgment, a long training in the art of design and the science of construction and ability to apply them practically and economically.

Paragraph Two—Professional Architectural Practice is any service, personal or otherwise, of advisory character or counsel which requires architectural knowledge, experience and skill, for which a charge may be made. No architect shall have a prejudicial interest in the sale of labor or the materials of building, or in the erection of any structure for which he has given architectural advice or counsel. Advice and counsel constitute the services of the Profession and are given in verbal, written or graphic form. They are normally rendered in order that buildings with equipment and the areas about them, in addition to being well suited to their purposes, are well planned for health, safety, efficient operation and economical maintenance and are soundly constructed of materials and by methods most appropriate and economical for their particular uses.

Paragraph Three—Every Architect shall maintain the dignity and solidarity of his profession. It is incumbent on him to maintain a wholly professional attitude towards those he serves, towards those who assist him, those who give form to his conceptions, to fellow architects, and members of other professions and practitioners of other arts.

Paragraph Four—Architects should seek opportunities to be of constructive service in civic affairs and to the best of their abilities advance the safety, health, and well-being of the community in which they reside, by promoting therein the appreciation of good design, the value of good construction, and the proper placement of structures and the adequate development and adornment of the areas about them.

Paragraph Five—When a project is of such character as to require that the advice of the Architect be recorded in graphic form or documents, professional architectural service is interpreted as including the preparation of drawings and specifications, either or both. Particularly should his drawings, specifications, and other documents be complete, definite and clear concerning his intentions, the scope of the contractor's work, the materials and methods of construction to be used therefor, and the conditions under which the construction

work is to be paid for and completed.

Paragraph Six—The architect's drawings and specifications for a project are his instruments of service and as such are and remain his property at all times. As a part of his Normal Architectural Services he should furnish one copy of each drawing and specification to his client. All other copies for bidders, construction purposes, permits, records, or other purposes are loaned and the cost of making and delivering such copies should be paid by the client as a construction expense.

Paragraph Seven—Complete architectural service is interpreted as including the necessary conferences, the preparation of preliminary studies, working drawings and specifications, the drafting of proposal forms, the taking of bids, the drafting of the contract and the supervision of the construction, also the preparation of large scale and full size details and such bulletins as are necessary to explain and amplify the contract documents, the keeping of records of inspections and issuing certificates of payment and the keeping of records of all transactions and correspondence relating to the work.

Paragraph Eight—The Architect's supervision is held to refer to the enforcement of the terms of the contract documents and is distinguished from the

continuous inspection on the part of a Clerk-of-the-Works employed by the Owner.

Paragraph Nine—As advisor to the Owner, the Architect cannot guarantee estimates of the cost or the satisfactory performance of the work, but can only endeavor to obtain compliance with the contract documents. The Architect is the Owner's Agent with respect only to work covered by the contract documents.

SECTION II

A Member of the Architectural Profession May Not:

- (a) Offer his services on any basis other than that of competence and experience.
- (b) Supplant or attempt to supplant another Architect after definite steps have been taken by a client toward employing the other Architect, without first consulting such other Architect.
- (c) Engage in the business of construction during his practice as an Architect, or otherwise have any prejudicial interest of any character whatsoever in the work for which he is engaged.
- (d) Invest in any enterprise or form any relations or personal interest that may tend to discredit his freedom to act impartially and independently for those who depend on his judgment and acts.
- (e) Accept or take compensation, fees, or other valuable considerations in connection with his practice from other than his clients.
- (f) Give prejudiced advice, make unjust decisions or unwarranted interpretation of documents prepared by him. While it is recognized that the Architect is the Owner's Agent, he shall at all times be fair and just in dealings with Contractors.
- (g) Maliciously injure the professional reputation, prospects or practice of a fellow Architect.
- (h) Commit any act inimical to the best interest of the profession.
- (i) Contract to furnish supervisory service to enforce the documents prepared by another Architect without prior consultation with such other Architect.

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REQUIREMENTS, ARCHITECTURAL PRACTICE—STATE OF MICHIGAN

Adopted at M.S.A. 24th Convention,
1938

Professional Architectural Practice is any service of an advisory character, which requires architectural knowledge, experience and skill, for which a charge is made, when such service is not influenced by prejudicial interest in the pertinent project.

When the project is of such character as to require that the advice of the Architect be recorded in the form of documents, professional architectural service is interpreted as including the preparation of drawings and specifications, either or both. These, as instruments of service, are the property of the Architect and may not be reproduced or used without his knowledge and consent.

When the drawings and specifications are intended to become the documents upon which to base a contract, they shall be sufficiently complete to determine the amount, kind and quality of workmanship, material and equipment to be furnished, and shall be so prepared that the work shall comply with all governing codes, ordinances and regulations, and with sound architectural practice.

Complete architectural service is interpreted as including the necessary conferences, the preparation of preliminary studies, working drawings and specifications, the drafting of proposal forms, the taking of bids, the drafting of the contract and the supervision of the construction, also the preparation of large scale and full size details and such bulletins as are necessary to explain and amplify the contract documents, the keeping of records of inspections and issuing certificates of payment and the keeping of records of all transactions and correspondence relating to the work.

The Architect's supervision is held to refer to the enforcement of the terms of the contract documents and is distinguished from the superintendence furnished by the Contractor or the continuous inspection of the part of a Clerk-of-the-Works employed by the Owner and selected by the Architect.

As Advisor to the Owner, the Architect cannot guarantee estimates of cost or the satisfactory performance of the work but can only endeavor to obtain compliance with the contract documents. The Architect is the Owner's Agent with respect only to work covered by the contract documents.

The Architect may contract with an Owner for complete or partial service but he may not contract to furnish supervisory service to enforce the documents prepared by another Architect without the latter's consent and approval.

If the Architect contracts with an Owner to furnish less than complete architectural services, he shall indicate on all documents pertaining to that particular work, the extent of the service which he is performing. All incomplete documents shall be labeled "Not to be used for Construction Purposes."

POST WAR EMPLOYMENT

"To expect widespread unemployment and the end of private enterprise is, in my view, not being realistic. It is more realistic, I believe, to expect plenty of employment and the abandonment of government war-time controls, including taxes that discourage enterprise, as rapidly as practical with resulting further progress in improving our standard of living and in providing equal opportunities for all. Defeatism has no place in America. I know many who are responsible for management of large and small business enterprises. I know none who is not confident of the postwar future. It is with such confidence that management has accomplished so much in the past and will, if not unnecessarily hampered, accomplish so much in the future."

—WALTER S. GIFFORD.

SUGGESTED READING FOR ARCHITECTURAL STUDENTS

- The Study of Architectural Design, John F. Harbeson.
The Significance of the Fine Arts, American Institute of Architects.
Architectural Composition, J. B. Robinson.
A Dictionary of Architecture, Russell Sturgis.
The Conquest of Civilization, James H. Breasted.
A History of Architectural Development, F. M. Simpson.
A History of Architecture on the Comparative Method, Banister Fletcher.
A History of Architecture, Russell Sturgis and A. L. Frothingham.
A History of Architecture, Fiske Kimball and G. H. Edgell.
Short History of Architecture, Russell Sturgis.
Design of Steel Buildings, H. D. Hauf.
Steel and Timber Structures, Hool and Kinne.
Structural Members and Connections, Hool and Kinne.
Structural Details or Design of Heavy Framing, Jacoby.
Building Construction and Superintendence, Kidder, Voss and Henry.
Superintendence and Construction, H. G. Richey.
Architects and Builders Handbook, Kidder-Parker.
The Handbook of Architectural Practice, American Institute of Architects.
Handbooks of Building Construction, Hool and Johnson.
Materials and Methods of Architectural Construction, Gay and Parker.
Building Construction, Huntington.
Concrete Building Construction, Crane and Nolan.
Concrete, Plain and Reinforced, Taylor, Thompson and Smulski.
Principles of Reinforced Concrete Construction, Turneure and Maurer.
Heating and Ventilating, Allen and Walker.
Illuminating Engineering, Cady and Dates.
Water Supply, Sewerage and Plumbing of Modern City Buildings, William Paul Gerhard.
Mechanical Equipment of Buildings, Harding and Willard.
Handbook for Electrical Engineers, Harold Pender.
Specification Record, American Specification Institute.
American Architect Specification Manual, American Architect.
Stevens Master Specifications, Frank B. Stevens.
Elements of Specification Writing, R. S. Kirby.
The Architect's Law Manual, Clinton H. Blake, Jr.
Latest edition of the Rules of the National Board of Fire Underwriters.

POST-WAR PLANNING

I wish a house that needs no heat
With "modern" furniture, so neat;
A radio that'll tune and play
If I but choose to glance its way,
And give the news, and tunes and fads,
But of itself, screen out the ads.
A range that will heat up and cook,
Should it but get a proper look;
Walls that will free themselves of dust,
And metal trim that will not rust.
Self-cleaning windows, too, I guess,
Self-washing dishes and—Oh yes,
Soilless curtains, self-making beds,
And all the stairs with wearless treads.
Self-oiling hinges on the doors,
Rugs, everlasting, on the floors.
Self-washing linen, self-setting table,
Self-lighting lamps (and that's no fable)
Self-cooling air, self-eating food—
But no, I guess that's not so good.
And most of these will be of plastic;
A change, in truth, that's somewhat drastic.
But still one can't help wishing for
The things we'll have—"after the war,"
Just think, though, of the pleasant thrills,
When they bring out—self-paying bills!
J. J. WOOLFENDEN S. H. & G. News Letter

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UNIFICATION PROGRAM ADOPTED

(From *The Octagon*, December, 1943)

Unification has been a problem with which The Institute has struggled since 1934. As more and more young men became architects and entered architectural practice, the problem became more serious.

Most architects in the United States desired an organization on national lines, within which all architects of good character could obtain membership.

The Unification Committee of The Institute has struggled with this problem from year to year and, while progress has been made, it has been very, very slow. Differences of opinion had to be reconciled. Older practitioners who formerly desired a limited membership, gradually began to advise the broadening of the membership basis of The Institute. Men, not members of The Institute, began to inquire about membership therein and very many acquired membership.

Several states have been working out programs of unification within their borders, with notable results. It became necessary that The Institute establish, without delay, a formula for unification of the profession in the United States.

The Unification Committee, appointed by President Raymond J. Ashton in 1943, consists of the following:

Ralph W. Carnahan, Ohio
 Wiley G. Clarkson, Texas
 Branson V. Gamber, Michigan
 Charles C. Hartmann, North Carolina
 John Gaw Meem, New Mexico
 Roi L. Morin, Oregon
 C. Julian Oberwarth, Kentucky
 Frederick H. Reimers, California
 William J. Ryan, Illinois
 J. Frazer Smith, Tennessee
 Searle H. Von Storch, Pennsylvania
 Rudolph Weaver, Florida
 Ralph O. Yeager, Indiana
 Leigh Hunt, Vice-Chairman, Wisconsin
 M. W. Del Gaudio, Chairman, New York

The instructions of The President required that the problem be solved in 1943. The members of the committee have been working individually and collectively since their appointment. Each member outlined his own view of what unification should be and how it should be accomplished. These views were sent to each member of the committee who, finally, elected an executive committee from its membership, to work out the formula for unification. This executive committee consisted of the following members:

Messrs. Hunt, Weaver, Carnahan, Gamber, Yeager, Von Storch, Smith and Del Gaudio.

They met on November 30, 1943, at Memphis, Tennessee, and after discussion, developed a program. This program was later submitted to The Board of Directors which met on December 1, 2, 3, 1943, and was unanimously approved.

The program (subject to editing, and modification by Counsel, after this first printing), with explanation of each paragraph, follows:

1—That the A.I.A. be retained as the national professional organization, with full duties and responsibilities as presently constituted;

Explanation: The organized architects of the various states have been demanding complete unification, either under the aegis of The American Institute of Architects, or through some national organization of architects in which membership would be universal. As The American Institute of Architects was fully established, most architects were anxious to have the A.I.A. as the national organization. There had been misunderstanding as to the requirements for membership in The Institute which was cleared up by declarations of the 1942-1943 conventions. The A.I.A. is now considered as the national organization of architects in the United States of America.

2—Provisions shall be made for the formation of forty-eight autonomous state chapters, associations or societies;

Explanation: Because of peculiar problems existing in each state, and because of the necessity for architects in

each state working in close cooperation, the committee decided, at the request of various of the state representatives, that the architects in each state should be organized in state groups (chapters, societies, or associations), membership in which will be automatic for each A.I.A. member. State groups will have full autonomy in state matters, but The Institute is always prepared to advise and suggest. Single chapters, within states, will be recognized as state groups, and chapters covering more than one state, will set up chapters in each state. State groups from adjoining states may work together if they desire.

3—These organizations may be subdivided into chapters, sections, societies or divisions, as each state organization may determine;

Explanation: State groups may divide themselves into as many sub-divisions as they choose (chapters, sections, societies, etc.); always, however, with the understanding that local groups will have local autonomy, and also that, the sub-division will be subject to approval by The Institute. Membership in the local chapters or sections or societies will be strictly A.I.A. corporate membership. (Associateships, etc., for chapters, sections or societies will be the affair of the local group and no change in this type of membership is proposed.)

4—Existing Chapters of the A.I.A., which retain their chapters, shall be privileged to contact the national organization on matters of national interest;

Explanation: Existing chapters will function under existing charters, and new chapters (or sections or societies) will be chartered by the A.I.A. in Washington. New sub-divisions will be set up at the request of the state group. Each chapter or local group may communicate directly with the A.I.A. on national matters.

5—On matters of state interest, the sub-divisions or sections of the state organization shall function through such state organization;

Explanation: Units within states must co-operate with each other within the states, on state matters.

6—There shall be but one class of membership—that of corporate membership in the A.I.A.—within the state organizations.

Explanation: For complete and unquestioned unification, every architect who is a member of the local group, is a member of the state group and a member of the A.I.A. with full and equal rights, privileges and obligations.

7—It is recommended that A.I.A. invite all qualified architects in every state who are not now corporate members of the A.I.A. to apply for such corporate membership;

Explanation: To effectuate complete unification, the A.I.A. invites all qualified architects to corporate membership in The Institute.

8—As recommended in Section 2, a state organization of the A.I.A. shall be formed when 80 per cent of the qualified architects within the state become corporate members of the A.I.A., or within a period of not to exceed three years from the approval of these recommendations;

State associations, as presently constituted, shall continue to function until the above provisions shall be achieved.

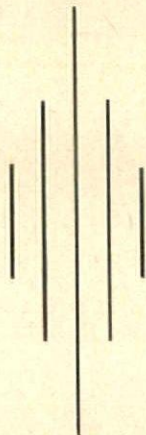
Explanation: To allow for the transition from present to new system, three years' time has been decided upon. However, as soon as 80 per cent of the organized architects in the state become members of the A.I.A., The Institute will set up the state groups, and the local groups will operate them. The setting up of the state groups by the A.I.A. will begin, in any case, on January 1, 1947. (State associations as now constituted, will be recognized by the A.I.A. until January 1, 1947.)

Committees from state associations are invited to work with the Unification Committee of The Institute, to work out solutions of local and state problems.

9—The A.I.A. shall continue and expand its efforts to attract all qualified architects to become members of the national organization;

Explanation: The A.I.A., under the American principle of democracy and equality, will continue to invite all qualified architects to corporate membership. Chapters and local groups are required to accept this provision, which is con-

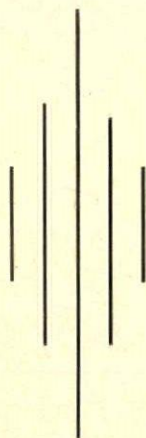
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sidered necessary for the benefit of the profession.

10—The matter of collection of dues by a single agency within each state is left to the state's determination;

Explanation: Dues may be collected in any manner decided upon by the state group (either by the local group or chapter, which will pay the state group and the national group, or by the members paying directly to each, or by the state group collecting dues, paying local group and the national A.I.A.) Any other method acceptable to state groups, will be considered.

11—An architect is considered to be qualified for corporate membership in the A.I.A. when (a) he is of good character; (b) when he is legally qualified; and (c) who subscribes to accepted rules of professional conduct;

Explanation: To dispel any misunderstanding as to qualifications for membership, the 1942 and 1943 conventions of The Institute announced the interpretation of the By-laws in respect to requirements for membership. It was agreed by the committee that The Institute influences the education of architects in the various schools, and practically controls the type of architect being admitted to practice in the various states through the state registration boards. In states not having licensing laws, the admission committee of the A.I.A. will set up qualifications.

12—Each state chapter, association or society shall be entitled to at least one delegate, plus representation for the state on the basis of the present formula;

Explanation: Each state will have representation at national conventions by at least one delegate. Additional delegates will be granted to states, on the basis of the numerical strength of local chapters or societies or sections, either by the method now provided for in Chapter V, Article 2, Sec. 2 (b), of the By-laws, or by some method which the Unification Committee will work out.

Note: The above solution is not perfect by any means, but is considered a step forward toward complete unification of the profession. All difficulties encountered and all differences of opinion will be submitted to the Unification Committee of The Institute for solution.

The foregoing program was adopted by the Executive Committee of the Unification Committee at Memphis, Tennessee, on November 30, 1943.

It was considered and acted upon by The Board as follows:
Resolutions of The Board

The following resolutions were adopted by the unanimous vote of The Board, fourteen members present and voting:

Resolved, That the report of the Sub-committee of the Committee on Unification, dated November 30, 1943, as submitted to this Board by the Chairman, Matthew W. Del Gaudio, be and hereby is approved and adopted; and that the recommendations contained therein be put into effect; and be it further

Resolved, That the report of the Sub-committee of the Committee on Unification, dated November 30, 1943, be referred to the Committee on By-laws for the preparation of any necessary changes in the By-laws of The Institute, and Rules of The Board, with the suggestion that the Committee on By-laws invite a representative of the Committee on Unification to meet with it if it finds such meeting to be necessary.

Under this program and the above resolutions of The Board of Directors approving and adopting it the final stage in the unification program is now at hand.

Within a period of three years—that is, by the end of 1946—unification will be an accomplished fact. The Institute will have become the all-inclusive, national society of the architectural profession, and the movement to bring about that ideal will have reached a successful conclusion.

The program as published herein has been referred to as may be necessary to expedite its execution.

The Board will report fully in this matter to the annual meeting of The Institute to be held in Indianapolis on May 3, 4, and 5, 1944.

Meanwhile, the interest, support, and action of every chapter, corporate member, and state association member are earnestly sought and fully depended upon.

M. W. DEL GAUDIO,

Chairman, Committee on Unification, A.I.A.

THE RESPONSIBILITIES OF THE PROFESSION OF ARCHITECTURE

An A.I.A. Document

The profession of architecture is an old and honorable profession and its successful practice requires imagination, sound judgment, long training in the art of design and the science of construction and related matters, ability to apply them practically and economically, and scrupulous integrity. Its practitioners should command the confidence and respect of their fellow practitioners, of their clients and all who contribute to the building operations, and of the communities in which they reside and practice.

The profession is one of the factors of the building industry and for its livelihood depends on those who build. But of all factors of the industry it is unique, in that it does not obtain its livelihood from the sale of labor or materials of construction but from fees for rendering professional services. Such services are personal services, founded on mutual trust between those who render them and those for whom they are rendered and on the principle that the best interest of those to whom the services are rendered is paramount.

Advice and counsel constitute the services of the profession. Given in verbal, written, or graphic form, they are normally rendered in order that buildings with their equipment and the areas about them, in addition to being well suited to their purposes, well planned for health, safety, and efficient operation and economical maintenance and soundly constructed of materials and by methods most appropriate and economical for their particular uses, shall have a beauty and distinction that lift them above the commonplace.

It is the purpose of the profession of architecture to render such services from the beginning to the completion of a project.

The fulfillment of that purpose is forwarded every time an architect renders the highest quality of service he is capable of giving. Particularly should his drawings, specifications, and other documents be complete, definite and clear concerning his intentions, the scope of the contractors' work, the materials and methods of construction to be used therefor, and the conditions under which the construction work is to be completed and paid for.

Architects should unite in fellowship with the other members of the profession in their professional organizations and do their full share of the work of those organizations. They should accept mentorship of the young men who are entering the profession, leading them to a full understanding of the functions, duties, and responsibilities of architects. They should inspire the loyal interest of their employees, providing suitable working conditions for them, requiring them to render competent and efficient services, and paying them adequate and just compensation therefor. They should seek opportunities to be of constructive service in civic affairs, and to the best of their abilities the safety, health, and well-being of the community in which they reside by promoting therein the appreciation of good design, the value of good construction, and the proper placement of structures and the adequate development and adornment of the areas about them.

Every architect should, as a member of that profession, do his full part to forward the objectives and maintain the dignity and solidarity of his profession. It is incumbent on him in the conduct of his practice not only to maintain a wholly professional attitude towards those he serves, towards those who assist him in his practice and in giving form to his conceptions, towards his fellow architects, and towards the members of other professions and the practitioners of other arts, but also to respect punctiliously the hall-marks that distinguish professional practice from non-professional enterprise.

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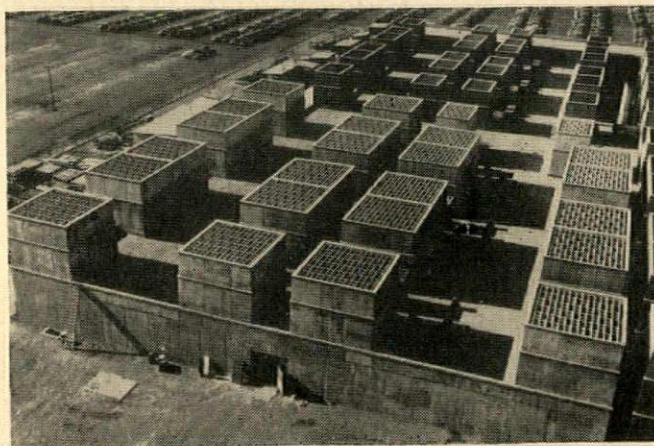
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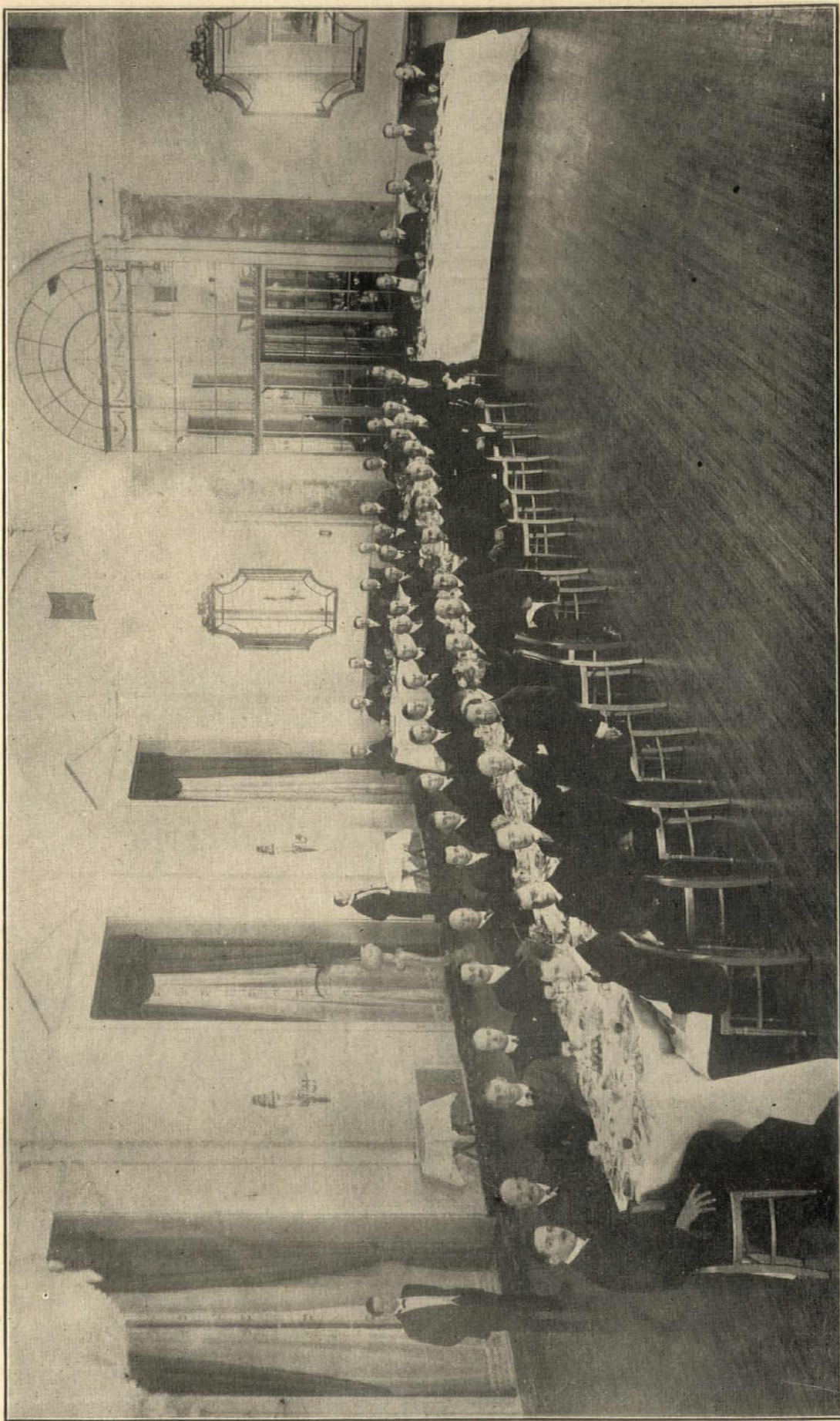
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Pictured above is the first annual convention of the Michigan Society of Architects, held at Hotel Statler, in Detroit, in 1915. F. Gordon Pickell was the first president. The picture was furnished by Harry L. Mead. On the following pages are larger reproductions from this picture, clockwise, starting at the lower left hand corner. We don't guarantee identifications.

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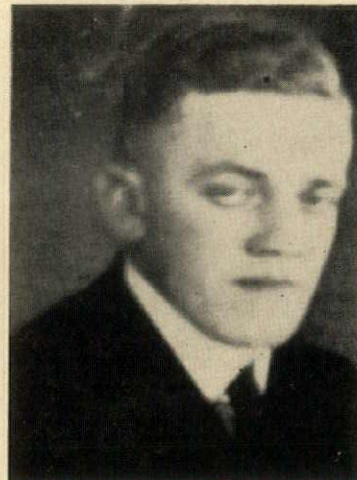
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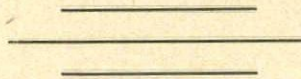


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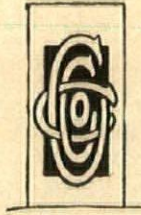
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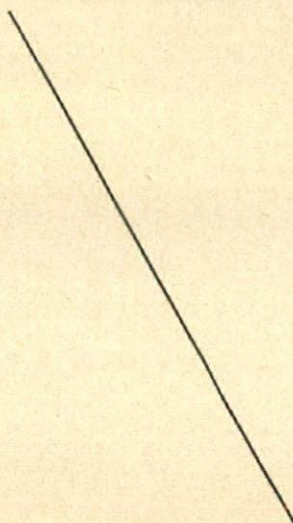


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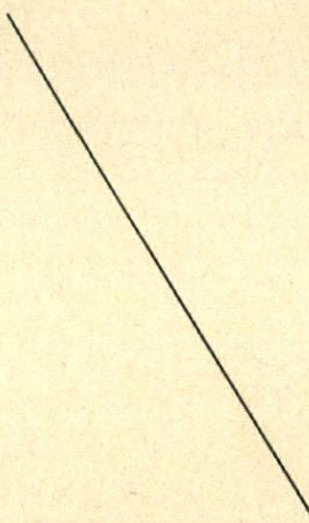


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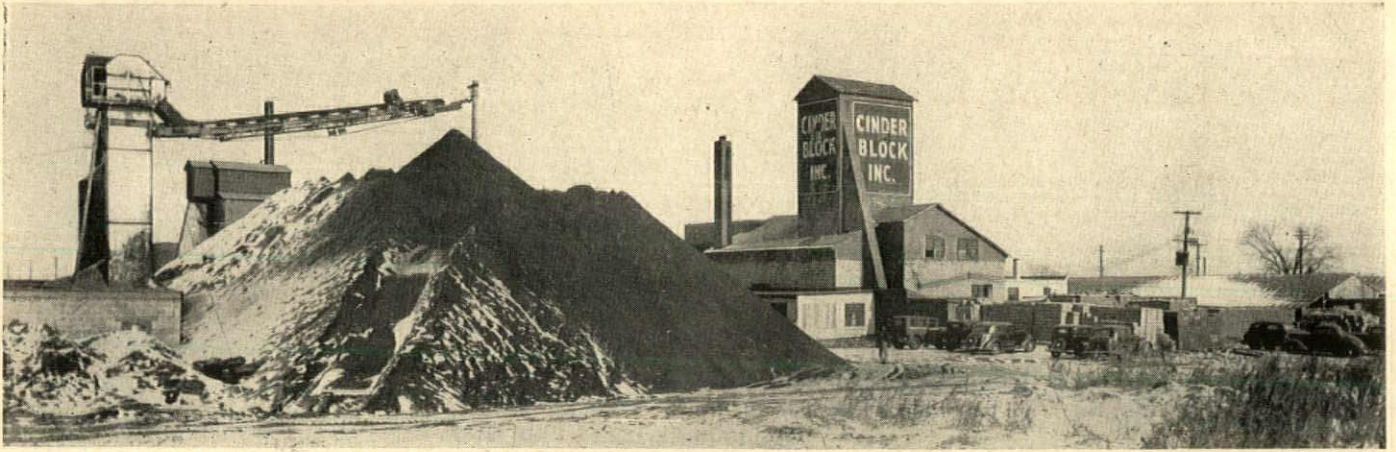
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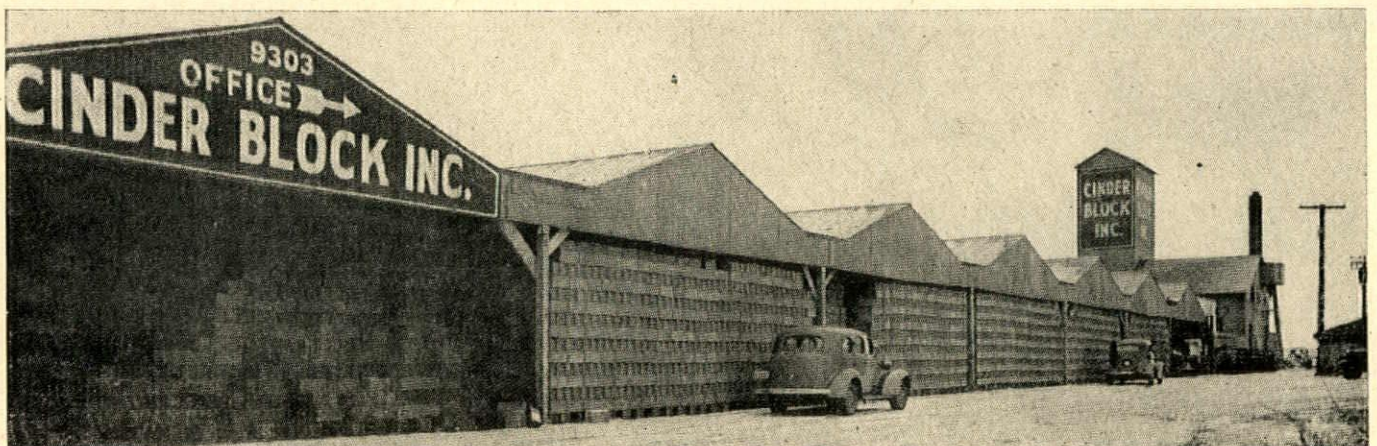
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Left to right: Zach Rice, John M. Donaldson and Richard E. Raseman. From a tintype, taken about 1885.

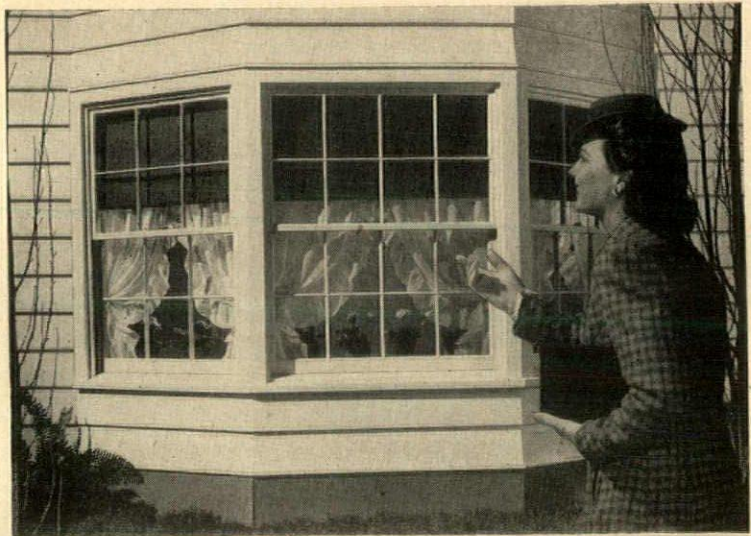
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Designations:

*Present address unknown, last known address given.

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Bold Type designates member, M. S. A.

Corrected to April 1, 1944. This list contains 728 names, 555, or 75% are active members of the Michigan Society of Architects for the year 1943-1944.

Note: Of the 728, only 535 have addresses in Michigan.

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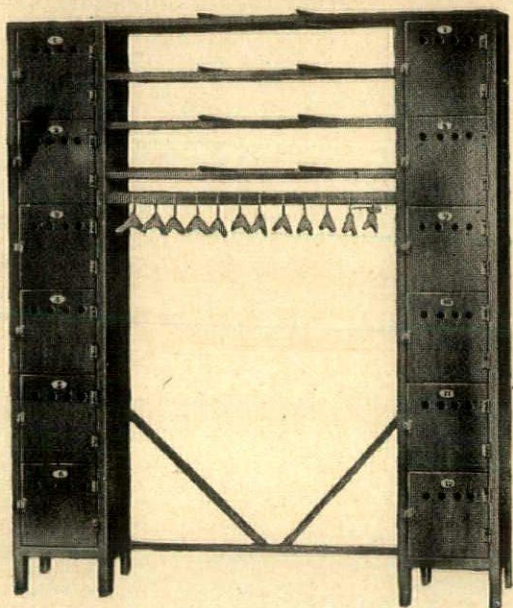
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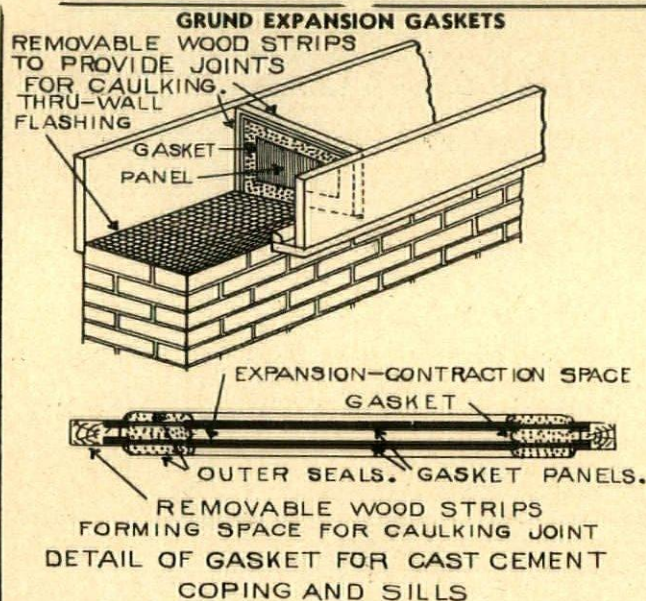
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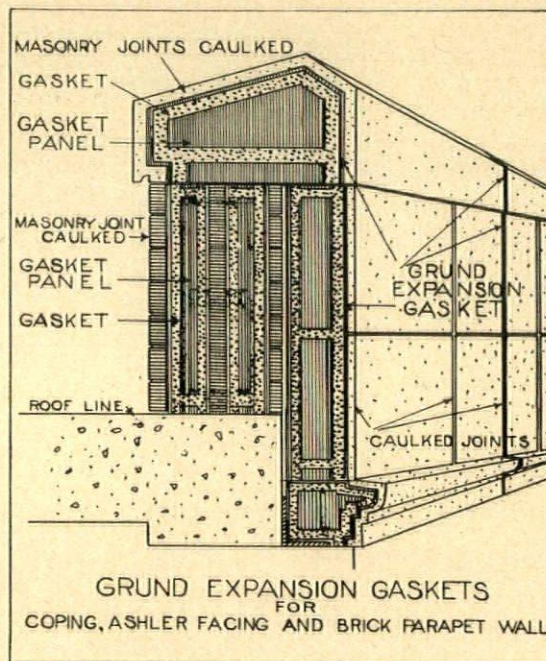
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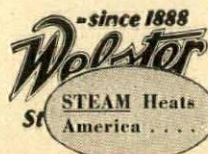
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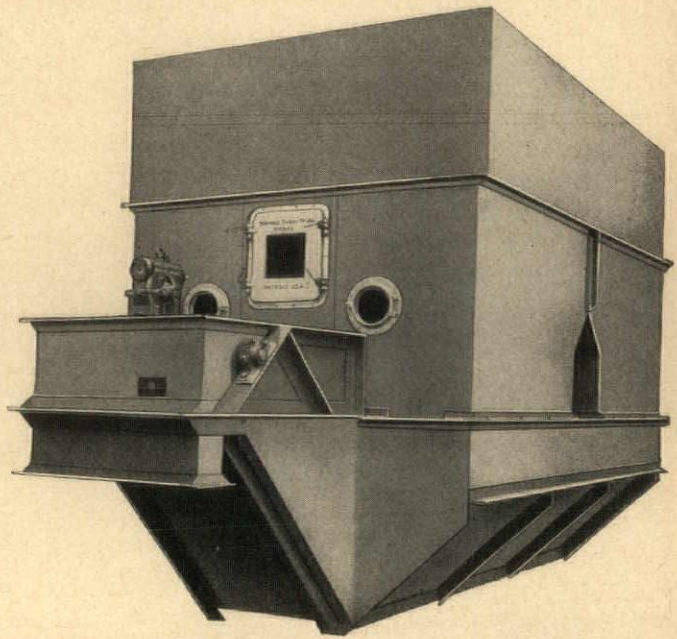
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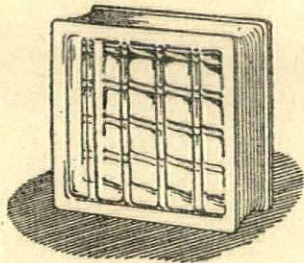
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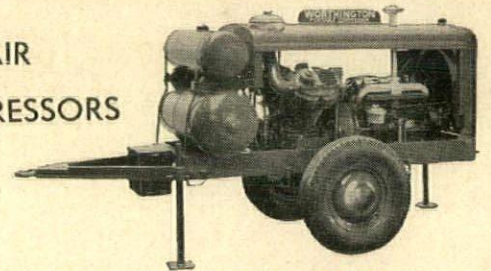
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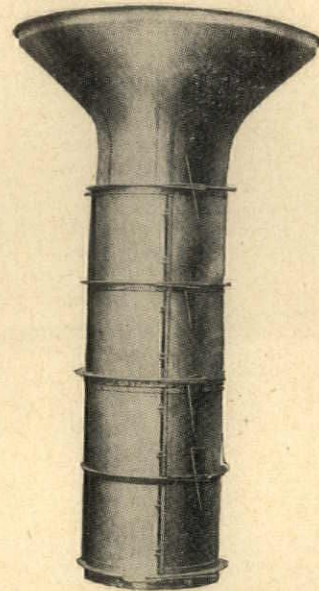
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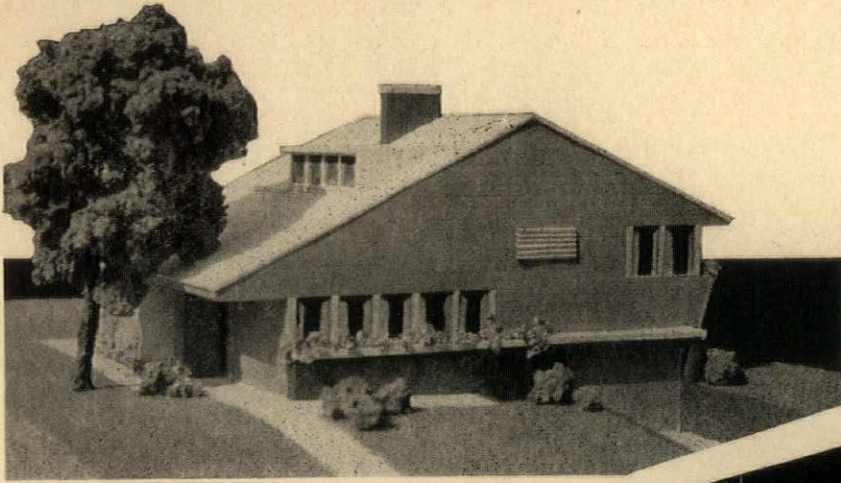
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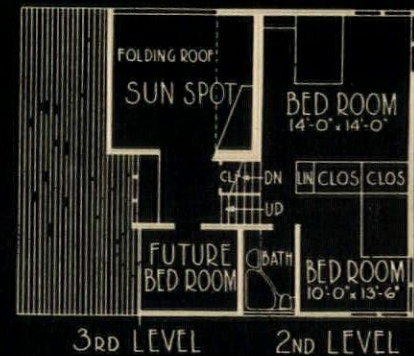
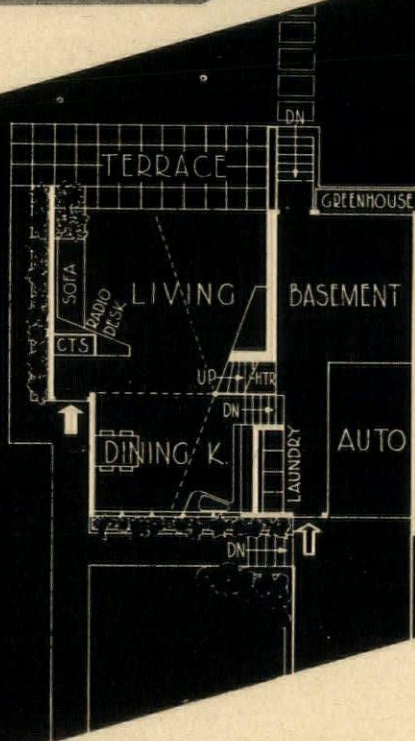
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1 POSTWAR HOUSE SERIES



A HOUSE THAT CAN BE BUILT AFTER THE WAR

L. Morgan Yost, A.I.A., of Kenilworth, Ill., prepared this article which first appeared in the American Lumberman, of which Mr. Yost is associate editor.

Imagination in design can produce a post war house which will satisfy the expectations of the American public. Materials which were available before the war, and therefore will be available shortly after the war, can be used to produce a home for the new America without waiting for "the ever receding technical millennium" which makes people tend to put off building until every thing and every part has reached the ultimate of development.

Obviously this ultimate of development never will be

reached. To enjoy a home a family must build that home. There is a great deal of joy in anticipation but a couple cannot raise a family with an anticipated roof over their heads. The demand is real.

The ridiculous aspect of a country whose soldiers have returned after becoming competent in radio, electronics, all phases of engineering, aviation and navigation, and then live in "colonialistic" houses supposedly patterned after those of an era when we were 13 colonies of Great Britain, will

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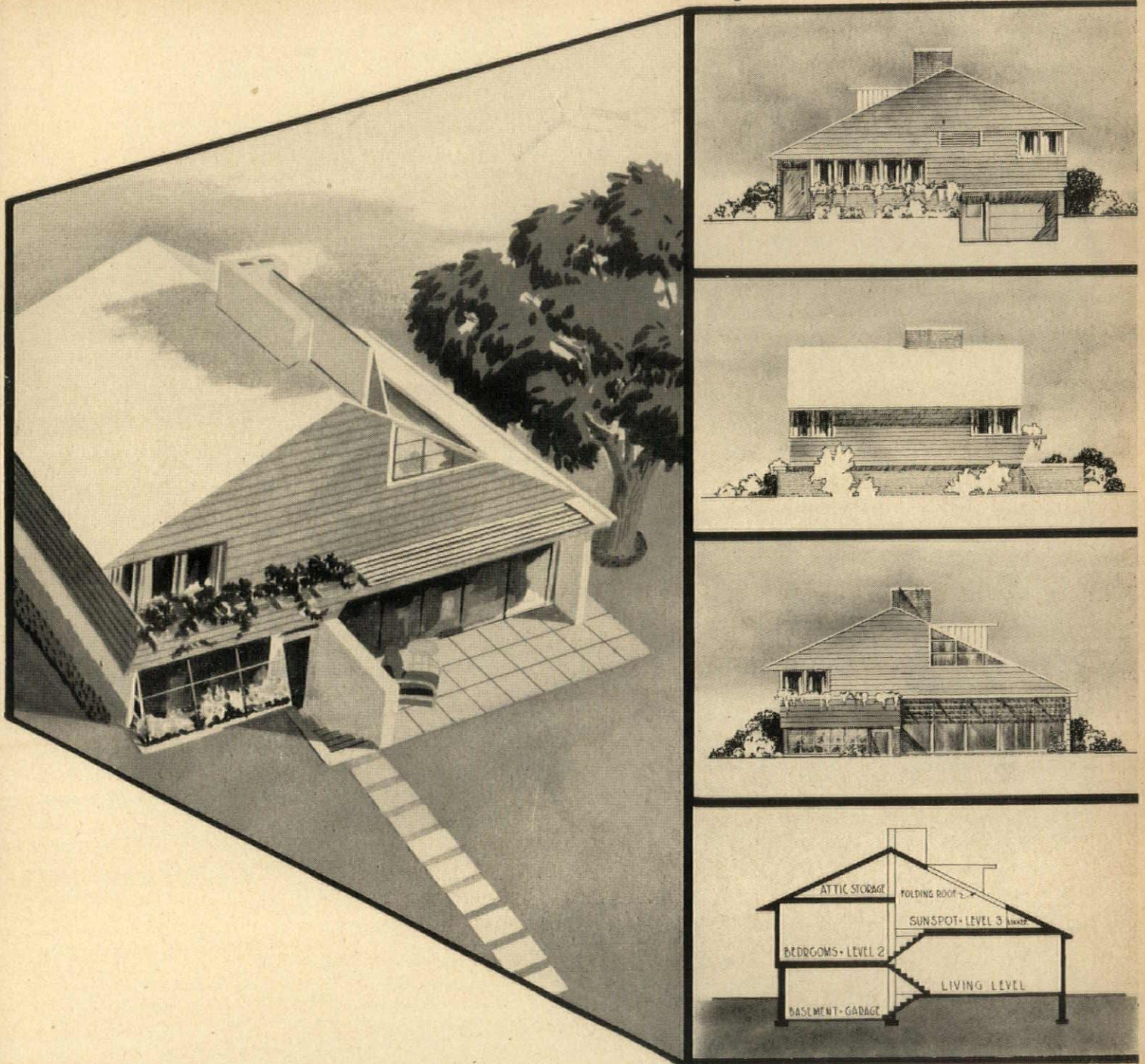
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Mr. Yost, a member of The American Institute of Architects' Committee on Public Information, has distinguished himself, as an architect, as an editor and as publicist. His work has the freshness of modern, with just enough of the traditional. In the house pictured above he has made use of the split level principle.

be apparent to those who give it even a second thought. It is quite out of place for us to make any attempt at recapturing the amenities of the 18th Century as it was for Mussolini to imagine himself Caesar reincarnate. The necessity of using imagination has been stressed. Houses can be comfortable and homelike and still modern and entirely compatible with our technological knowledge. The home must be functional but the primary function of a house—to be a home—cannot be omitted as it has been in that rigid box-like cold kind of house which was imported from Europe and which has come to be known as

“modernistic”. To dub a house “modernistic” is to cast a slur on it. The houses that should house the new America will be modern, not modernistic.

To those who say “What are you talking about? You’ve got to show us,” we show this house which was designed as a post war house, not as an adaptation of the “colonialistic” houses which had their vogue before the war.

This house can be built immediately following the war, using materials which will be in production. Actual working drawings have been prepared in detail to prove this point. The prefabricated bathroom as indicated on the plan,

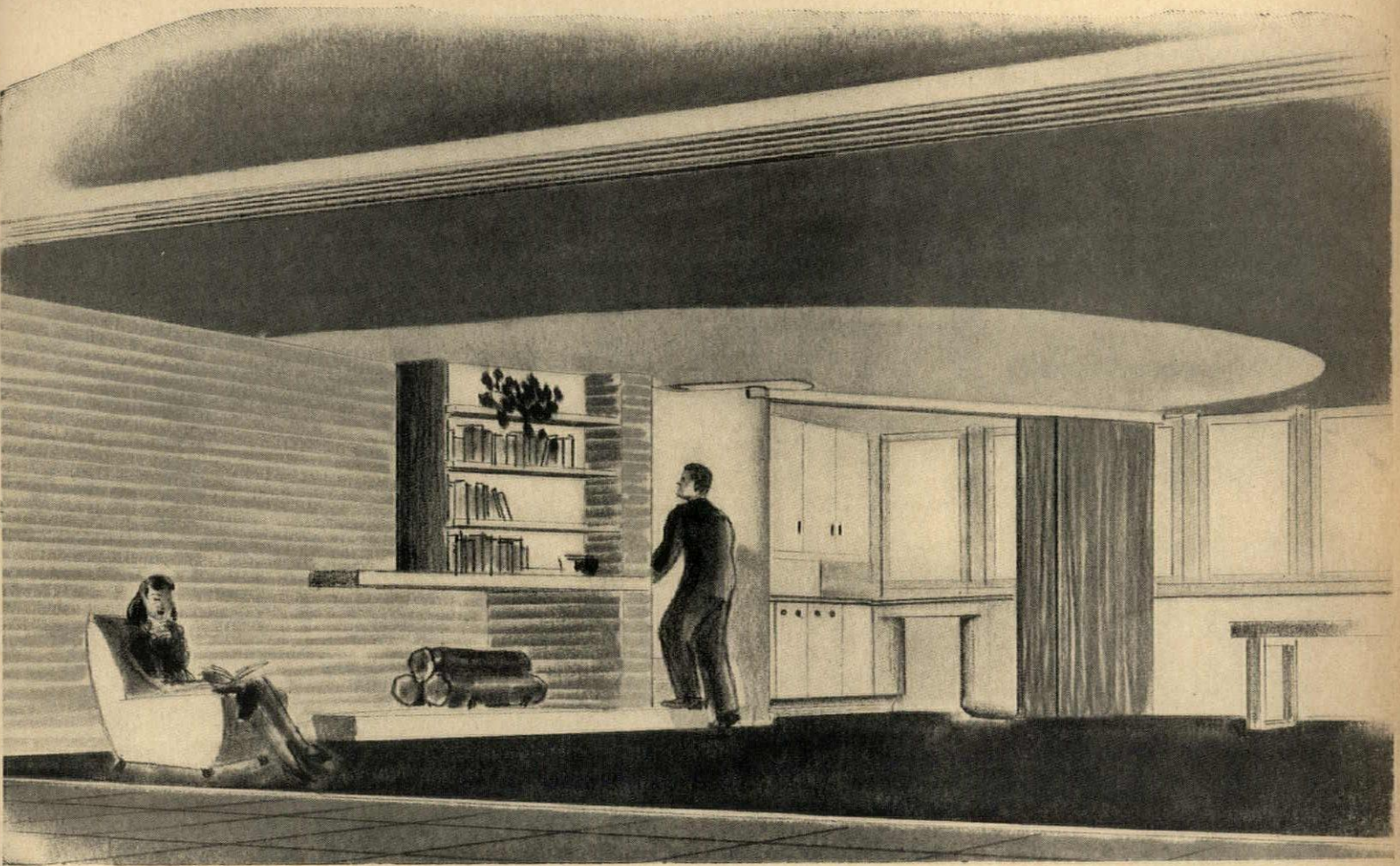
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of course, will for the first few months after the war be adapted to plumbing fixtures then in production. And it is entirely possible that within a year or two after the war manufactured portions of houses will bring about more of an advance than is shown in this design.

Our contention is, not that this house is the ultimate or that it will remain the ideal for postwar America, but that it shows that it is both needless and foolish to revert to old habits in a world of new knowledge. One attribute of the postwar home will be its spaciousness and flexibility. It will not be divided up into cubicles, each cubicle devoted to a certain limited purpose and useful but a small part of the day. Spaces will flow and blend with each other so that any portion or the whole may be used at different times for different purposes.

In this particular house a collapsible plywood screen, suspended from a track which is pivoted at one end and which hangs on a trolley from a concealed track in the ceiling at the other end, makes the living areas completely flexible. The dining-kitchen area may be separated from the living area when meals are being prepared or cleared. The dining table may be used in the evening for children's homework or for entertaining young friends without being too close to the "old folks."

When the family is dining, the kitchen area may be

closed off completely by itself. At that time the view of the garden through the glass wall is a feature of the dining space.

When the young folks have a party the partition can be swung around to enclose the fireplace into a small den where the parents may retire away from the activities of the children, yet be close enough for supervision. When the family has an amateur chef party the entire area, kitchen, dining and living space, may be thrown together all in one by collapsing the partition.

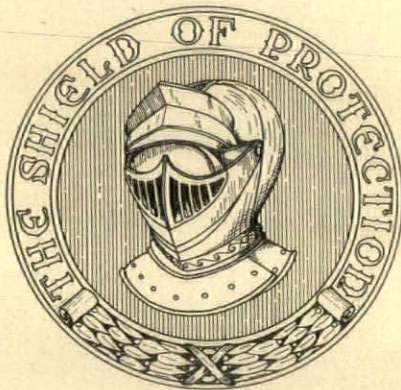
In any position this partition may be collapsed from either end to use in the same manner as an ordinary sliding door.

The living space is divided from the terrace and garden by a glass wall which slides to one side to make living room space and garden one. Indeed you can't tell where the living room ends and the living garden begins for part of the garden invades the living room. Plants actually grow on both sides of this glass partition, both inside and outside. The brick wall which constitutes the chimney and fireplace continues outside and forms a wall of the terrace which further gives the illusion of the mingling of the outside and inside.

The fireplace is not forgotten. It is symbolical even in

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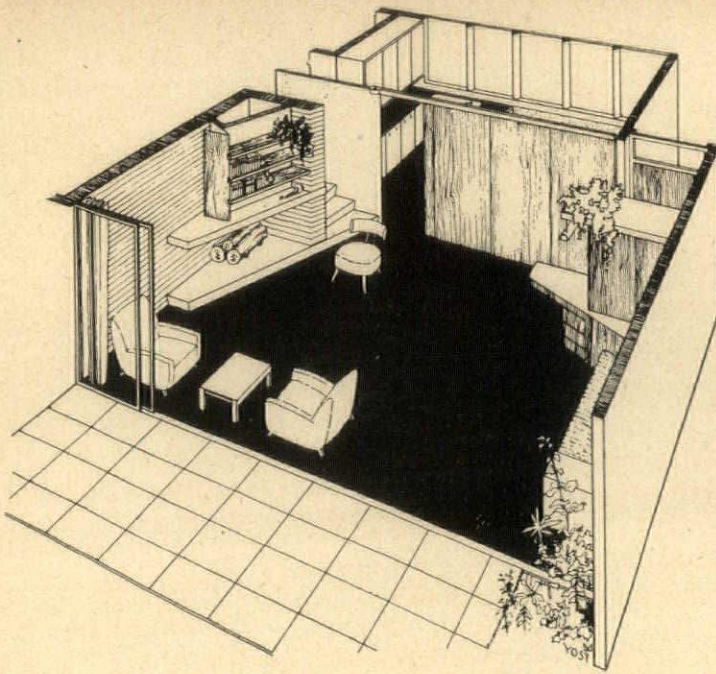
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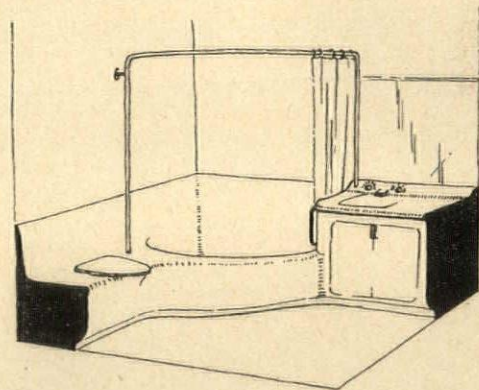
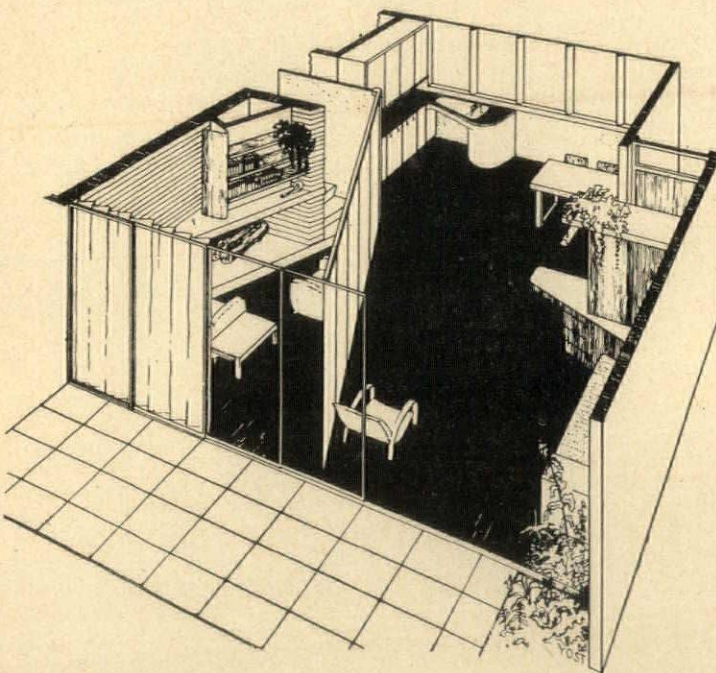
these modern times of the glowing family life. The fire burns bright in the masonry of the room itself, not in a little pocket in the wall. This brick wall which forms the chimney extends up through the house to the fireplace in the "sunspot" above and emerges through the roof in full expression of the generous family fireside.

Examination will show that the only permanent partitions in the house are those enclosing the bathroom. The bedrooms are separated by the prefabricated unit closets that may be moved if a different space division is wanted. The doors to these rooms do not have complicated frames made up of studs, jambs, grounds and trim, but are merely light hollow plywood doors operating in light vertical stops which are applied to the prefabricated closet units. There is no head frame. The jambs run up clear to the ceiling, and the space above the door is filled in with a section just like the door only fixed in place.

There are broad overhangs over some of the windows so that ventilation may be obtained during heavy rains. The louvered sunshade over the glass wall of the living room is adjustable to cut out the sun in hot weather or to allow the sun to come in during cool weather. Thus, the sun may be used to heat the room by solar radiation during the sunny cold days. The louvered obscure plastic window for the bath operates like a venetian blind.

Plants form a part of the design of this house. Flower boxes are built in and a greenhouse in the basement, which is but half a flight down from the living space, is readily accessible from the garden, and itself is a decorative part of that garden.

The laundry, kitchen and bath are all arranged on one stack and this plumbing could easily be prefabricated.



Completely prefabricated bath room units would make for compactness, a streamlined, functional effect.

Flexible living areas that better meet the various living needs of the family are a feature of this house. Across page is view from the terrace showing living, dining and kitchen areas opened up as one big room. Above, the dining and kitchen areas have been separated from the living area. The bottom drawing shows how a small living room or den may be set apart for the parents if the children are entertaining.

The "sunspot" on the third level is an ideal place for summer relaxation and the sun bather. The roof folds back to open the whole to the sky. In chill fall or early spring days this sunny sheltered spot could be an invigorating place to have a barbecue party as the large fireplace is convenient for cooking and warmth.

Notable is the use of materials. Practically all the materials in the house are familiar to the average person, yet there is no copying of old, dead, historic styles. This house is colorful and natural. It has been made to look like what it is. Not a copy of what it is not. We think it is a good answer to those who say "Show us."

YOST (Continued from Page 66)

ingly enough, 23 per cent of those who intend to build expect to pay all cash—and doubtless War Bonds bought now will supply the cash for many of these families.

Despite the forebodings of some wiseacres, these home-builders look to a prosperous future. They are realizing that they now have the greatest opportunity to put away money for their down payments, their greatest stumbling block in former years. And they are doing it with War Bonds! They know that with their down payments ready to build, the building industry will grow, and a growing building industry makes lots of jobs. They are counting on those jobs to make their monthly installments. They expect good healthy paying jobs, too, for the majority of families expect to pay between \$46 and 350 a month in payments on their mortgages, which is the equivalent of one week's income.

And to protect their mortgage 41 per cent will have a life insurance plan—more than twice as many as said they would not. It is further evidence of the stability of postwar America that 45 per cent of those answering want to know more about mortgage protection by means of life insurance.

The returns indicate a practical attitude toward the future home. They show that where a worthwhile result is wanted or needed that our inventive ingenuity and manufacturing resources can achieve most any goal, but that being different just for the sake of being different is not to be tolerated.

A strong, prosperous nation is one with every family in a home. That is security and all other industries will prosper. So when the boys come back again, Mr. and Mrs. America expect to own their own home.

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GROSVENOR ATTERBURY SEEKS LOWERED HOUSING COSTS

Nearly 40 years of research by Grosvenor Atterbury, F.A.I.A., of New York, aiming to reduce sharply the cost of building a home may reach fruition within the next 60 days in a government-sponsored plant at an undisclosed spot on Long Island.

There Mr. Atterbury is making final tests which will determine how far his process will serve to bring good, cheap homes into the market. The architect, known as a pioneer in housing studies, estimates that the average builder spends almost 65 per cent of his money in putting the pieces of a house together.

Mr. Atterbury, who is 74 years old, has had a conviction that mass production of large standardized building units eventually could cut home costs 50 per cent without destroying beauty and individuality. He has received the financial support of the War Production Board, which is looking for "a cheap, non-critical building material," and the sponsorship of Yale University, some of whose representatives believe the architect has found the answer to the mass-housing problem.

After almost four decades of experiments, trials and setbacks, with the climax of his labors close at hand, Mr. Atterbury will admit only that he has perfected his process, but will not comment on its possibilities.

The architect is Director of Research for the Yale Department of Architecture. He is reported by associates there to have devised finally a system of home construction, utilizing complete precast concrete wall sections and other large units, which "may play a large part in present and post-war building plans."

That much is known to be contained in a report in the WPB files. The exact methods of overcoming difficulties involved in handling and drying large concrete building units quickly, without deterioration, and making them proof against fire, weather and vermin, have not been made public by the government, "for reasons of security." For the same reasons, some of the possibilities and application of the product have not been described publicly.

At the "pilot" plant on Long Island the architect is working on the technique of quick and cheap production, now that he is satisfied with the process itself. The tests being made are to determine just "how many cents per cubic foot" mass production of the material will involve.

Mr. Atterbury, a graduate of Yale, 1891, later was a special student at the Columbia School of Architecture and then attended the Beaux Arts in Paris. He has practiced architecture since 1895. Early in his career he began to experiment with housing costs. Almost a generation ago he talked of prefabrication and "ready made" homes as the answer to high costs.

His cost studies were sponsored at first by the Russell Sage Foundation, for which he designed about 30 houses in that organization's model town in Forest Hills Gardens, utilizing large precast concrete units.

The houses were considered satisfactory in construction but the slow hardening of the concrete casts under the engineering practices then employed made necessary a large casting plant, with many molds, near the site of the houses. The Russell Sage group built the plant but its cost nullified the economies expected through mass output of precast parts.

A recent inspection of the Forest Hills Gardens houses was said to have verified Mr. Atterbury's belief that they would show no structural deterioration. Thus encouraged, the architect resumed his research and, by application of new quick-drying methods, worked out the problem of more rapid production upon which manufacturing economies would hinge.

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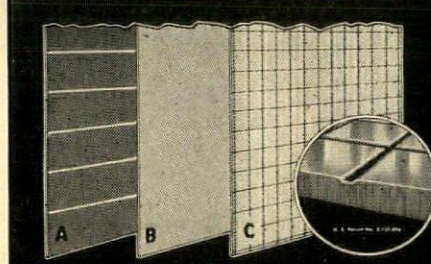
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Herewith is a list of our men in service, as far as we are able to determine. Some of the addresses are unknown, and changes occur so rapidly some are, no doubt, already out of date.



* Indicates address unknown.

% Indicates home address.

Emiel Becsky, CCM, USNR,
1447 Dunbar Place,
Sherman Oaks, Cal.

Col. A. T. Benjamin,
%1934 Benjamin, S. E.,
Grand Rapids 7, Mich.

Capt. Guida S. Benjamin,
H. Q., E.R.T.C.,
Weapons Section,
Ft. Leonard Wood, Mo.

Capt. Stanley R. Bragg,
Co. K, 150th Inf. APO 827,
Postmaster, New Orleans, La.

*Frank E. Dean

Harry M. Denyes,
%950 Pilgrim,
Birmingham, Mich.

*Antonio Di-Nardo

Lt. Frank Dritler O. 32088.
868 Engr. Avn. Bn.,
APO 713 % Postmaster,
San Francisco, Cal.

*Barry L. Frost

Capt. Cornelius L. T. Gabler,
USMC, Hq. Sq., M.A. 611,
Navy 140 1st Marine Air Wing,
Fleet Postoffice, San Francisco.

Ralph W. Hammett, Army,
Harvard University, Cambridge.

Horace W. Hartman,
A.A.O.R.P.,
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%Mrs. Hunter,
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US Naval Barracks, USNAD,
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Maj. Norman Krecki, US Engrs.,
APO Box 722, Postmaster,
Seattle, Wash.

Capt. Leslie G. Larkin,
US Engrs.,
Union Guardian Bldg.,
Detroit, Mich.

Geo. Y. Masson, Commandant,
A-33, Tech. Training School,
HQ ACTE, Camp Borden, Ont.

Paul D. Mathews,
Air Service Command,
Fairfield, Ohio.

Col. Wm. H. McCarty,
%331 Carleton St., S. E.,
Grand Rapids, Mich.

Capt. Miller E. McConnerl,
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San Francisco, Cal.

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US Navy Armed Guard Center,
52nd St. & First Ave.,
South Brooklyn, N. Y.

Frank S. Moorman,
1606 Stanford Ave., S.,
St. Paul, Minn.

Lt. Com. C. William Palmer,
PO Box NN, Chicago, Ill.

Leo I. Perry, USNR,
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Geo. E. Ramey,
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USN V-12 Unit,
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Lt. Carl Rudine, USNR,
USS Flaherty (DE 135),
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Henry W. Ruifrok,
US Navy Engrs.,
%411 N. Franklin St.,
Saginaw, Mich.

Lt. Claude D. Sampson,
Naval Training Station,
Fishers Island, N. Y.

Maj. Cyril Edward Schley,
Wayne County Airport,
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Capt. F. J. B. Sevald,
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%Defiance, Ohio.

Capt. Vern H. Sidnam,
US Engrs., APO Box 722,
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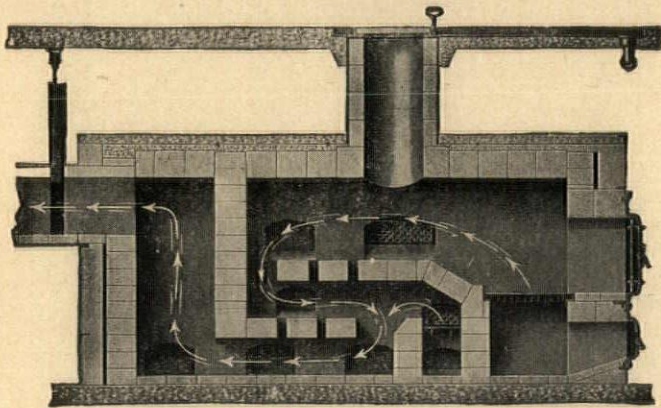
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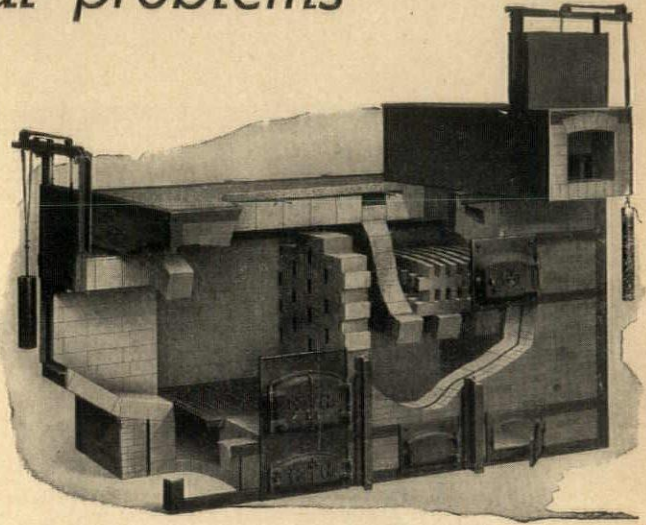
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Contractors and suppliers of building materials and equipment use Dodge Reports to direct their daily efforts to places where their services or products are needed. Complete, accurate and timely information in Dodge Reports help them to operate economically and be of greatest assistance to architects. Right now news about wartime activity is essential—but information about postwar jobs is also of major importance. That's where you can help.

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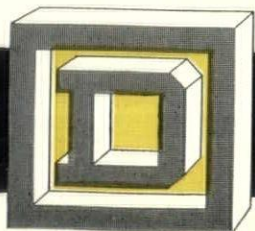
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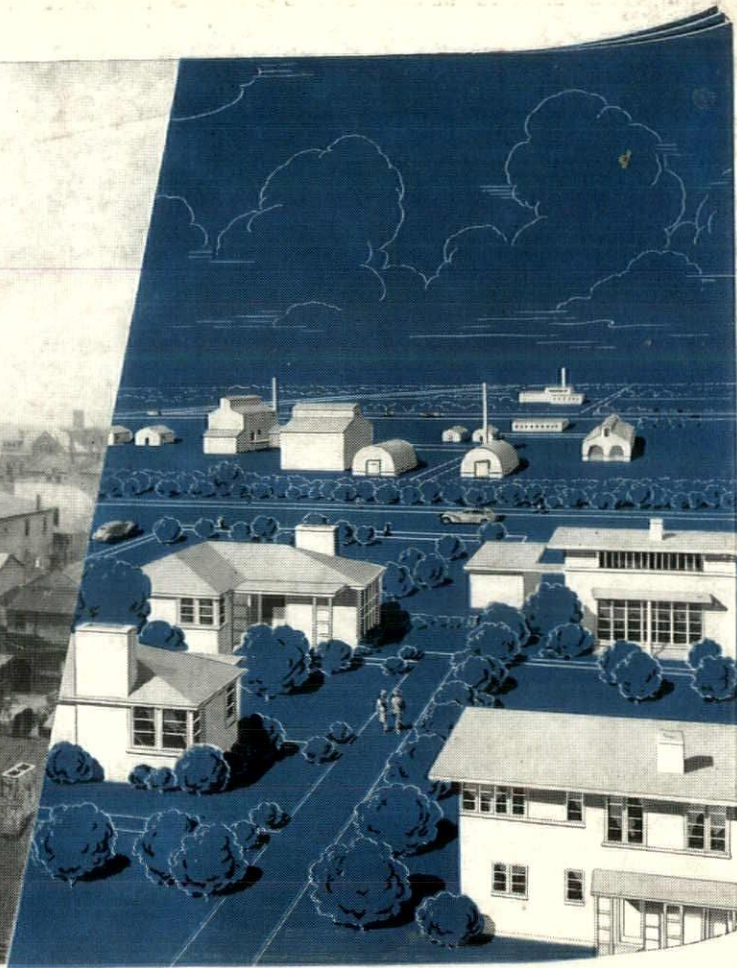
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Volume 18

DETROIT MICHIGAN, APRIL 25, 1944

No. 17

MICHIGAN SOCIETY OF ARCHITECTS THIRTIETH ANNUAL MEETING

RACKHAM EDUCATIONAL MEMORIAL BUILDING,
DETROIT, MICH.

TUESDAY, APRIL 18, 1944

8:00 P.M.—Pre-Convention Meeting, Small Auditorium,
Detroit Institute of Arts.

Free—Open to the Public.

Sponsored by Producers' Council of Michigan,
Wayne Mohr, President, presiding.

Subject: Dimension Coordination.

Speaker: Fred Heath, Jr., Member Executive
Committee, American Standards Association.

Discussion: Led by W. C. Randall, Chairman,
Metal Windows Sub-Committee,
A.S.A.

WEDNESDAY, APRIL 19, 1944

8:00 A.M.—Board of Directors Meeting at Breakfast,
Wardell Sheraton.

9:00 A.M.—Arrival of delegates. Registration. Informal
reception. No registration fee.

10:00 A.M.—Official opening of business session.

Greetings to the convention —
John C. Thornton, President.

Minutes of last annual meeting as published in The Weekly Bulletin, April 27,
1943.

Reports of Committees, as published in The
Weekly Bulletin, April 18, 1944.

Report of the Secretary, Earl W. Pellerin.

Report of the Treasurer, Lawrence E.
Caldwell.

Report of the Auditors for Treasurer's
report.

Appointment of Tellers for election of
officers.

1:00 P.M.—Luncheon, Ball Room, Wardell Sheraton, \$2.
Advance reservations necessary.

2:30 P.M.—Business Session.

Small Auditorium, Detroit Institute of Arts
Report of Tellers on election of officers.

3:30 P.M.—Lecture, Small Auditorium, D.I.A.

Speaker: George Fred Keck.

Subject: "The Solar House." Discussion.
Unfinished business.

New business and installation of officers.
Closing of business sessions.

6:30 P.M.—Annual Dinner, Informal dress.
Advance reservations necessary.

8:00 P.M.—Lecture, Small Auditorium, E.S.D.

Speaker: William Stanley Parker, F.A.I.A.

Subject: "Post War Problems."

Adjournment.

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MICHIGAN SOCIETY OF ARCHITECTS THIRTIETH ANNUAL MEETING

Rackham Educational Memorial Building Detroit, Michigan, Wednesday, April 19, 1944

One Day Business Session and Election of Officers to Feature Post-War Problems

Beginning with a Board of Directors' meeting at the Wardell Sheraton, and continuing through the final meeting in the evening, this one-day conference will be filled with interest for all those who attend. For the first time we meet under the unification plan, which was put into effect during the past year, following action at the Society's last annual meeting. The Detroit and Grand Rapids Divisions of the Society have already been disbanded and their functions taken over by the Chapters of the A.I.A. in those areas. Other divisions will, undoubtedly follow suit.

A glance at the program, printed in this issue, will show that reports of the last annual meeting, as well as current reports of committees, will be passed upon as previously published, leaving time for free and open discussion of the vital topics of the day.

Our president, John C. Thornton, his officers, directors and committees have done excellent work and your attendance at this series of meetings will be further evidence of your appreciation.

Again we wish to single out the committee, headed by Charlie Agree, that worked so efficiently on the War Chest Campaign in Detroit. Previously we had assigned to us a small budget of a few hundred dollars. When he took over in 1942 it was increased to something over \$7,000—a sum which they probably didn't expect to get. Charlie fooled them and raised \$21,677—over the quota by 292.7%. In 1943 they upped our budget again, and Charlie came through with \$26,368. Of this our profession is justly proud.

William Edward Kapp, president of the Detroit Chapter, A.I.A. has done a fine job on the Red Cross Campaign. In the office of Albert Kahn, Associated Architects and Engineers, Inc., the associates and the employees contributed \$5000 to the Red Cross. The same office subscribed \$81,691 in the Fourth War Loan Campaign.

Pre-Convention Meeting

While this Annual Meeting was originally planned as a one-day Conference, as the program developed the Producers' Council of Michigan arranged a lecture on the evening of April 18. This meeting will be held in the small auditorium of the Detroit Institute of Arts, at 8:00 p. m. The subject will be "Dimensional Coordination" and the speaker, Mr. Frederick Heath, Jr., member of the Executive Committee, American Standards Association. Discussion will be led by Mr. W. C. Randall, chairman, Metal Window Study Committee of A.S.A.

The dimensional coordination project jointly sponsored by the Council and The American Institute of Architects, through the American Standards Association, provides a means of eliminating waste in construction by specifying standard sizes of building products which can be utilized in a finished structure with a minimum amount of cutting and fitting.

Adoption of dimensional coordination on an industry-wide basis means simplification of design, greater speed in construction, reduction in the size of inventories which must

be carried by manufacturers and distributors of building products, and substantial savings in both materials and labor, all of which ultimately will contribute to lower construction costs.

In view of the fact that the coming reconversion period, when industry is retooling for peacetime production offers highly favorable opportunities for producers and architects to change over to modular design with minimum expense or interruption to production, every effort is being made to speed up the general adoption of the plan in the pre-armistice period.

And, as advocated in plank 8 of the Postwar Platform, the Council hopes that a substantial proportion of postwar construction can be designed and carried out on the co-ordination basis, thus making an immediate and important contribution to better and more economical construction.

Fred Keck to Speak

Wednesday at 2:00 p. m. Mr. George Fred Keck, architect, of Chicago, will speak in the small auditorium at the Detroit Institute of Arts, on the subject of "The Solar House." Mr. Keck, a leading exponent in the design of modern homes, is well known nationally, his work having been featured recently in the national architectural magazines as well as in consumer publications, such as American Magazine, Coronet and Parents Magazine.



Mr. Keck

Post War Problems

The Annual Dinner will be held in the Rackham Building at 7:00 p. m. Wednesday. Dress will be informal, ladies and guests welcome—to the extent of seating capacity.

After dinner members and guests will adjourn to the small auditorium at the Rackham Building for a lecture.

William Stanley Parker, F.A.I.A., of Boston, Mass., will be the speaker at this, the concluding event. Mr. Parker, who has been most active in post war problems, for The American Institute of Architects, and for his home city of Boston, received his B.S. degree in Architecture at Harvard University in 1899. He was with R. Clifton Sturgis, architect from 1902 to 1932, a member of Sturgis Associates, Inc., from 1932 to 1935, and since then he has been in his own private practice.

While with Mr. Sturgis his work involved large and small building operations, including Perkins Institute for the Blind, Boston's Federal Reserve Bank, Arlington Town Hall, and many other projects. During World War I the office acted as architect on housing projects at Bridgeport, Conn., for the U. S. Housing Corporation at Bath, Maine, and for the U. S. Shipping Board. The projects at Bridgeport involved five sites for from 100 to 300 families each. For six months Mr. Parker acted as works superintendent at Bridgeport for the U. S. Housing Corporation.



Mr. Parker

HONORARY MEMBERS

Detroit Chapter, A.I.A.—George G. Booth, Frank J. Baldwin

Michigan Society of Architects—Paul Philip Cret, George D. Mason, Eliel Saarinen.

Member Emeritus, Detroit Chapter, A.I.A.—Alpheus Chittenden.

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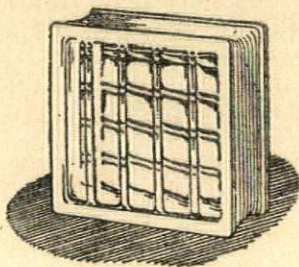
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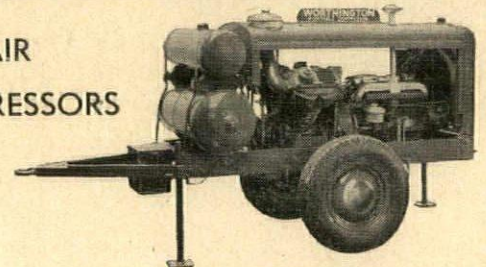
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The President's Message

We are nearing the time for our annual convention. Last year on account of the war we had a one-day meeting, short but packed so full that we all went away feeling it was well worth while. Your Board decided to pursue the same course this year. We hope you will all put aside your regular duties for this one day and give it to your Society. You will be well repaid.



Thornton

The past year has been another war year. While many of our activities have necessarily been curtained, we have not been idle. Interest in organized effort has increased and the willingness of our members to work for the general interest of the profession is a source of great satisfaction.

It calls for real effort on the part of many of our board members to attend meetings under present conditions of travel but they are always present whenever it is at all possible.

Our membership of over 400 this past year is very satisfactory. It was cut down for two reasons: The changing of the fiscal year to January 1st, left out many who usually waited to pay in January or February. The other cause was that a number had the erroneous idea that the Society was going out of the picture. This is far from the case. The Society will go on stronger than ever. It is true that it will relinquish local activities to the chapters, but it will take over all state activities. This is as it should be and is the unification goal for which we have been striving.

There are 42 of our members in the Armed Services of our country, many of them overseas. We salute them and assure them that we appreciate their efforts in our behalf. It is our duty to make sure that a strong united profession awaits their return.

The whole country is watching us in Michigan. We have pioneered in unification and the results here will aid the Institute in other states. We have been able to do this because the architects in this state have been able to work together in a spirit of comradeship which produces results.

The work of our Civic Design Group in Detroit is also being watched throughout the country. These men are doing a public service. Every profession that is worthy of the name must unselfishly do its share for the good of the community. In doing this public service they are also rendering a service to their profession.

When a profession gets down to unselfish work in place of sitting back and worrying about the future, its troubles are very near to being solved.

JOHN C. THORNTON,
President,

Michigan Society of Architects.

ANNUAL REPORTS OF OFFICERS AND COMMITTEES

FOR 1943-44

Michigan Society of Architects Thirtieth Annual Meeting

REPORT OF COMMITTEE ON MICHIGAN ARCHITECTURE

Emil Lorch, Chairman

As a project for the year there was proposed to the Board of Directors, and tentatively approved by them, a state traveling exhibition of Detroit architecture in collaboration with the Detroit Institute of Arts. During the 1943 annual meeting of the Society such an exhibition, not sufficiently inclusive, was on view at the Institute. Messrs. T. H. Hewlett and F. H. Wright of the Committee made sketches for folding screens of a type suitable to protect the pictures, and to facilitate shipping and handling; however the cost of the screens plus that for express and insurance made the expense too high and as a consequence the project was recently withdrawn. The project aimed to arouse interest in our principal cities for assembling local collections of photographs, along with historical and biographical notes, to record the contributions made in the building field by the architectural profession. In Detroit an excellent start was made during 1942-1943 in the collection assembled by Mr. Hawkins Ferry, to which pictures of many other buildings should be added.

The Committee has suggested that there be brought together at the Art Institute or at the Burton Historical Collection personal photographs of Detroit architects beginning as far back as possible and including those today. It would be interesting to have each Michigan architect send to this committee a photograph of the building he prefers of all designed by him and to exhibit these at an annual meeting. It is recommended that this be done.

In 1941 the Society passed resolutions, upon the recommendation of this committee relative to the Officers' Building of the former Detroit Arsenal at Dearborn and the American Fur Company buildings at Mackinac Island; a few other societies took similar action and both the press and individuals co-operated. Letters were written to officials concerned and to citizens interested in such matters. The Dearborn building, reported in 1941 as being threatened with razing, still stands and continues to be used for police and club purposes. Its exterior, freshly painted, does not

REPORT OF THE SECRETARY

Earl W. Pellerin

The twenty-ninth Annual Convention was held at the Rackham Memorial Building, Detroit, on April 16, 1943. The election results for officers and directors were announced and with the backing of a spirited, enthusiastic Society, the new Board outlined its plans for the year. Under the leadership of the capable and ever efficient President, John Thornton, many of these plans were completed, some beyond expectations.

Before transportation was limited the Board used to have at least one meeting during the year at the headquarters of each of the Divisions. During the past year, with traveling becoming more and more difficult, the Board held all of its meetings in Detroit, except one which took place at Saginaw. Regular meetings were held at the Rackham Memorial, Detroit, on May 19th, July 9th, November 30th, January 27th and March 22nd; and at the Saginaw Club at Saginaw, Michigan on September 29th. One special meeting was held at the Rackham Memorial on December 20th. In general, these meetings were very well attended and a great many problems were thoroughly discussed and properly solved.

Among the outstanding achievements of this Board and those working with the Board during the past year are:

1. Its part in advancing unification more completely in Michigan than in any other state.
2. Splendid record for membership.
3. Work of the legislative committee who advise and protect our interests with the law-makers.
4. Our representatives for Public Relations and APELSCOR continually making the public as well as those in allied fields more conscious of our problems.
5. Strong encouragement of such bodies as the Civic Design Group for their tremendous efforts in the planning of a better postwar world.

A great deal of work was accomplished during the past year thanks to the constantly devoted efforts of so many of the Board and in particular, to President John Thornton.

reveal unfortunate and clumsy changes made on the interior which was long distinguished by good classical detail and well-designed mantels. At Mackinac Island the buildings making up the American Fur Company group, later known as the John Jacob Astor house or hotel, are now being restored. This operation follows upon efforts continuing over many years by Islanders and many others and has the support of the Mackinac Island Commission. During the past year both the Biddle and the St. Martin-Early houses on Mackinac Island have been presented to the State and should be in the course of time restored. Significant Mackinac Island buildings were surveyed by Warren L. Rindge, Charles Norton and others ten years ago in connection with the Historical American Buildings Survey and their drawings are being used in restoring the Company Buildings as they were in reconstructing the old Fort on the Island.

At Dexter the old grist mill, for a time slated to be razed, is being reconstructed by Mr. Henry Ford; it is being adapted to present-day use as has been done by Mr. Ford with several other grist mills in southeastern Michigan.

Requests for information regarding early Michigan buildings come from time to time to the Chairman who by request has during the year given two illustrated lectures, one on the design of American state capitols for the Dearborn Historical Society, and one for the Washtenaw County Historical Society on the Historical American Buildings Survey and its relation to architecture in Southern Michigan and particularly to the early architecture of Washtenaw County.

COMMITTEE ON EDITORIAL POLICY

Malcolm R. Stirton, Chairman

The Committee on Editorial Policy is organized to handle questions of policy which may be suggested by the Board of Directors of the M.S.A.

Inasmuch as there have been no matters of policy brought to the attention of this Committee in the past year, it has not been called upon to function and no meetings have been held.

It is the personal opinion of the writer that the editorial policy of the M.S.A. as reflected in the Weekly Bulletin has been impartial and as democratic as the Society itself. As such, it has reflected the opinions of anyone interested enough to have an opinion. It is unfortunate that so many of the writers take as their theme, "What Is Wrong With Architecture?"

I would like to see more comment on the optimistic side because it would seem that our troubles are fundamentally no different from other professions. There is nothing "wrong" with Architecture as a profession. It performs an important function of our civilization, and personally I think it is mighty fine.

COMMITTEE ON MEMBERSHIP

Donald A. Kimball, Chairman

The Membership Committee has actively engaged in getting as large a paid-up membership for the MSA as possible from the Architects registered in Michigan and from those from out-state. Several campaigns were put on during the year to promote a larger paid membership. The Treasurer's report will show the actual results.

Your Chairman wishes to personally thank each Member of the Committee for his assistance. Without the help of Messrs. Fred M. Harley, Paul Sewell and Julian Cowin, Detroit; Emil Zillmer, Grand Rapids; Milton Major, Kalamazoo; Lilburn Woodworth, Ann Arbor; Harry Gjelsteen, Menominee; and Clarence Rosa, Lansing, this Committee would not have been able to get the results that were accomplished. Our Treasurer, Larry Caldwell, helped to a great degree, in timing our promotion efforts and in tabulating the results of the campaigns from month to month.

The MSA organization has been united into a group from which unification into the AIA Chapters is rapidly progressing or will by this time be accomplished. As this has been the goal of the Society for some time, it gives the Membership Committee pleasure to have taken a part in making it possible.

COMMITTEE ON ARCHITECTURAL CLINIC

George B. Brigham, Jr., Chairman

The Architectural Clinic of the College of Architecture and Design at the University of Michigan was started four years ago. It was designed to be, primarily, an educational medium for students in architecture, and, secondarily, a small house architectural service for the public. A limit of \$6,000 for the construction cost of architectural projects was agreed upon in order not to compete with practicing architects. A deposit fee of \$5 plus the cost of blueprints and specifications has been the total cost to clients. Students have not been paid in cash, but have received credit toward graduation.

From the start there have been more commissions available than students to execute them, and in spite of the times this is still true—due, of course, to the shortage of experienced students. For the last four semesters there has been only one student each semester.

Due to unsettled conditions in the building industry, war regulations, etc., there have been very few projects carried through the building stage. A recreation building has been built at the summer music camp at Interlochen, Michigan. A social center building at Monroe, Michigan, has also been altered from plans furnished by the Clinic. At the present time there is a large beach house under construction at Santiago, Chile. This house is being built from plans and specifications prepared by a Chilean student who came to the Col-

lege of Architecture and Design to study wood framing (unusual in Chili) and prefabrication.

Bids are now taken by an Ypsilanti client on house plans and specifications prepared last semester. Since this client is a defense worker, we are hoping that he will be allowed to build the house.

In addition to the commissions mentioned above, the Clinic has made plans for nine houses for various clients, a lake cottage and recreation building for Brightmoor workers, a library remodeling for Dundee, Michigan, and an apartment house remodeling in Ann Arbor. These clients have expressed considerable appreciation and have, in several instances, backed up their letters of thanks with a small voluntary payment to the student who made the plans.

The Clinic does not attempt to take bids, let contracts, or supervise construction officially, but when construction is underway in, or near, Ann Arbor, it is planned to have the student architect follow through the job in an advisory capacity to the owner, but, of course, under the direction of the supervising instructor.

The two greatest difficulties encountered in this attempt to provide student architectural service are, first, the slowness with which plans can be completed, and, second, the cost limitation.

The unsatisfactory time element is the result of students, having to elect this course along with their usual undergraduate courses. This schedule allows too little time to devote exclusively to the Clinic. A much more satisfactory arrangement would be for the students to elect this course exclusively and devote all their time to it. By this concentration they could do a much better and speedier job and their work would be more satisfactory to clients. Such an arrangement would necessitate another semester at college and this would be difficult for many students without financial help. This difficulty might be overcome by scholarships, or an increased fee from clients to help reimburse students.

The cost limitation is especially difficult for an inexperienced student architect. It is nevertheless, a very real problem which he will always encounter, and for this reason it is felt that he should be able to figure costs accurately and thus be able to control them. It is felt, however, that the \$6,000 limit should be reconsidered and possibly raised. This would seem to be especially urgent with the recent increase in building costs.

It is the recommendation of this Clinic Committee (of one) that the problems of the Architectural Clinic be brought before a joint committee appointed from the faculty of the College and from state practicing architects. And that the Clinic problems be fully discussed with a view to establishing a post-war policy.

COMMITTEE ON EDUCATION

Wells I. Bennett, Chairman

The Committee held one minority meeting last summer and several of the Committee members who could not be present have sent in expressions of interest and opinion. Suggestions as to the continued education of the practicing architect, the education of the layman, and the presentation of the nature of the profession have been under consideration by the Committee.

It has been proposed that a clinic or discussion group be set up to consider materials and construction in current architecture. It was thought that there might be a series of meetings, each session to have as a leader a man who, through actual research and practical experience, would have first hand knowledge of certain current problems. Experts such as those at the Forest Products Laboratory might be persuaded to lead a group in one of these clinic sessions. Many new materials will be coming into use immediately after the war and architects will want to inform themselves as to new standards for existing materials.

During the past year, members of the profession, particularly those in Detroit, have been proceeding with an extensive study on the replanning of Detroit. It has therefore seemed that a clinic series as suggested above should be postponed for the present. It was also thought that any series of professional discussion meetings such as is proposed above should have some of the sessions outside Detroit, as at Grand Rapids and Lansing. Such meetings do not seem feasible at present considering the difficulties of transportation.

The Committee feels that there should be continued education of the public with respect to the importance of the profession of architecture today. Talks before community groups, published booklets and newspaper publicity, are all means toward this end. Certainly architects should respond to every opportunity to present the case of architecture. They should take an active part in civic affairs where their impartial interest in the good of the community will reflect favorably on the prestige of the profession. It was felt that newspaper and other publicity was already being handled very effectively by Talmage Hughes. It is hoped that the tentative plans of the Institute to produce a really adequate booklet on architecture as a profession will come to some tangible result.

The presentation of architecture as a career to students in the high schools has been carried on for some years in Detroit under the sponsorship of the Detroit Engineering Society. At a special session held each spring, high school students who are considering architecture or engineering are assembled and later divided into groups according to their interests. Henry F. Stanton, Earl Pellerin, Malcolm Stirton and others have appeared as speakers and discus-

sion leaders for these high school students. This Detroit plan appears to be an excellent arrangement. The Committee would be glad to hear of some other school systems following this procedure and hopes that something of this kind may be worked out in other cities of the state. Possibly the local architects' group in a given city could further this plan in cooperation with the local high school systems.

In the years immediately ahead it will, we believe, be particularly important that our profession give attention to continuing education throughout active professional life. Since the practice of architecture becomes increasingly complex, practitioners will all the more wish to keep abreast of modern demands. If the services of the architect are to be recognized as of real value to the client and the community, a program of publicizing the architect's services will need to be given more and more attention.

COMMITTEE ON PUBLIC WORKS

Clair W. Ditchy, Chairman

The assurance of ultimate victory in the war, which our successful military efforts have crystallized, has brought as a logical sequence a consideration of the problems of the transition to a peace economy. In this picture, the importance of a well developed program of public works looms very prominently. The lessons of the last war and its peace are still fresh in our memory, and the value of a program of public works developed to the point where construction may be immediately undertaken, as a means of cushioning the impact of this vast "change-over," is fully recognized.

The State of Michigan has been very fortunate in the preparation of such a program. The Michigan Planning Commission to whom the responsibility of the program has been entrusted, is an unusually capable body which responded brilliantly to the leadership of the last R. V. Gay who served up to the time of his death as Director.

It is not inappropriate at this point to mention the service to the profession which Director Gay, who was one of our members, gave. The Michigan Planning Manual, prepared under his direction, is a monument to his ability and industry, and his untimely death deprived the Society and the State of a gifted and energetic servant. His work is being ably carried on by another of our members, Director A. N. Langius, Division of Buildings and Construction, State of Michigan Administrative Board, whose many years of service to the State have ably fitted him for this additional assignment.

Still another member of the Society, Kenneth C. Black, is a member of the Michigan Planning Commission and lends his prestige and abilities to the

work of the Commission. The State is thus assured in the formation of this important program of the skill and foresight which architectural approach and vision impart.

The Michigan Planning Manual aims to assist local planning bodies in preparing programs of local improvements and emphasizes the importance and economy of having a long range plan to which such improvements may be referred. The Michigan Planning Commission itself has as one of its functions the compiling of a list of state-wide public works projects, the determining of their relative importance and priority, the providing of competent criticism and advice to insure sound planning, and assistance to secure cooperation of Federal and State agencies.

The reaction of local governmental units to this program generally has been excellent and in most cases the function of the architect has been properly recognized. Many architects have already received assignments or commissions to proceed with the planning of postwar projects, and this disposition on the part of public bodies to recognize the merits of advance planning has encouraged private initiative in some instances to follow suit.

The needs of the State in the matter of future building have also been appraised; private architectural firms will be engaged to perform the necessary architectural services for the various projects as has been the custom.

Some concern is manifested regarding the policy of the City of Detroit in establishing an architectural department in conjunction with the office of the City Engineer. There have been assurances made publicly by the City Engineer and by other public officials that no architectural projects except incidental and minor buildings will be planned by the City itself. The facts seem to be somewhat at variance with these assurances and can only be reconciled by recognizing a pronounced disparity between conceptions of what a minor project may be.

COMMITTEE ON UNIFICATION

Kenneth C. Black, Chairman

The Unification Committee has not had a meeting this year because of the fact that its work was substantially completed by adoption of its program by the last convention of the Society.

During the past year the mechanics of putting this program in effect have been carried out by the Boards of Directors and the Treasurers of the Society and Institute Chapters in Michigan. The Detroit and Grand Rapids Divisions of the Society have been abolished, and it is hoped that the coming year will bring about the dissolution of the rest of the Divisions.

It is interesting to note that since the last convention of the Society, the American Institute of Architects has adopted the Michigan plan of unification for application on a country-wide scale.

POST-WAR RECONSTRUCTION

Branson V. Gamber, Chairman

One year ago the Board of Directors of the Michigan Society of Architects named Prof. Ralph W. Hammet of Ann Arbor as chairman of the important committee on Post-war Reconstruction. After one or two meetings of the committee, its chairman entered the military service. This report is made by a member of the committee.

In view of the fact that there was a similar committee in the Detroit Chapter, A. I. A., and as the Regional Planning Council was about to be organized, it was considered unnecessary to carry along the work of all these committees separately, but rather to pool the work, and thus avoid duplication of effort.

As a result of this joint effort the Architects' Civic Design Group was organized under the sponsorship of the Detroit Chapter A. I. A. and the Michigan Society of Architects. This group of architects is working on an independent research study of planning for the metropolitan area of Detroit, with the guidance of Mr. Eliel Saarinen, acting as consultant, and in collaboration with Cranbrook Academy of Art. The work of the group is progressing, and a number of meetings have been held. It is hoped that a series of exhibitions may be held next winter to acquaint the public with this planning activity.

During the summer of last year the Regional Planning Council was organized, and a number of architects took an active part in its creation. As its name denotes it has been formed to assist all existing agencies, both public and private, in planning for this area, not only for the post-war period but in the consideration of long-range planning programs.

One of the officers of the Regional Planning Council is also an officer of the Architects' Civic Design Group, and a member of the Civic Affairs Committee of the Engineering Society of Detroit. As this same individual is also privileged to be a member of the City Plan Commission of Detroit, there is an interesting opportunity for him to act as a liaison between all of these groups which are interested in planning.

The Regional Planning Council has been most active since its formation, and it now has some official status as a sub-committee of the Michigan Planning Commission. It has made some progress, and a certain measure of success has justified its existence. There is much to be hoped for in its continued efforts to arouse enthusiasm and to stimulate public interest in planning.

The City Plan Commission of Detroit is making good progress in its Land Use Plan, and other studies which enter into the creation of a Master Plan for Detroit. In some of the detail studies, architects will be retained in a consulting capacity. There are two architects serving as members of the Plan Commission.

The Michigan Planning Commission

has been very active during the past year. A most impressive program of planning for state administrative, educational and institutional buildings has been outlined by it, and carried into effect by action of the recent special session of the Legislature. Two well known architects are serving as members of the State Planning Commission.

There are two architects serving as members of the Mayor's Advisory Committee to the Detroit City Plan Commission. They are attending meetings of this committee regularly and reporting back to their respective organizations on the progress of the City Plan studies.

From this it can readily be seen that architects are taking an important part in all activities related to planning, for the city of Detroit, the region and the state. Other members of the profession are active in other cities of the state, notably in Grand Rapids, Saginaw and other cities.

The pressing need of this time is for action, and the members of the Michigan Society of Architects may derive satisfaction from the knowledge that this report is one of progress due to the work of a number of members rather than that of one or several committees on post-war planning programs.

REPORT OF THE PRODUCERS' COUNCIL Liaison Officer

George F. Diehl

I have attended most of the council meetings during the past year and am happy to state that not only did I enjoy the meetings, but I feel that I have derived some definite benefits by my association with this fine group.

The members of the council are as ready as ever to cooperate with the architects in anything that will promote the common good. Not only do they express this in words, but they have evinced it in a much more practical way by their activities.

During the past year the Zonolite Company, the General Electric Company, and the Johns-Manville Company sponsored and arranged for informational meetings along with the luncheons. Such meetings were not only entertaining but also the easiest way for us to obtain essential information about subjects we were directly interested in.

I feel these meetings should be much better attended by the architects.

The Council has recently changed from noon-day luncheons to dinner meetings and at one of these, I had the pleasure of meeting some members of the National Council, including Ted Morse, Gordon Hay, John J. Marsh and Paul Saurer. They not only have a very broad outlook of the national picture, but are well qualified to convey it. The Council has several committees working on Post-War planning of various sorts. They are cooperating with

the state and city planning commissions and with our own Post-War committees.

One of the live topics of the present time of both the Detroit and other chapters of the country is the matter of Dimensional Coordination, which stated briefly, means the standardization of all building units. This subject is one that has been up for discussion for a long time but, about which very little real progress has been made up to the present.

It is the intention of this Council to have an informational meeting on this matter in the near future and arrangements will be made to have a nationally famous speaker talk to us on this subject. I hope that when this meeting is announced that the architects will make every effort to attend in a body.

CIVIC AFFAIRS

Maurice E. Hammond, Chairman

This committee never met as a body but many informal discussions were held during the year 1943.

Letters and suggestions were presented by members of the committee. Some of the members, with the chairman, attended conferences with representatives of the City Plan Commission and city government. These meetings were in regard to Detroit's proposed Post War Program, public improvements, and the procedure to be outlined to obtain the proper results.

The majority of the proposed post war activities were located in the Detroit area. We are desirous of securing reports of similar civic planning throughout the state. We respectfully request architects of other cities throughout the state to call upon this committee when matters pertaining to Civic Affairs in their own locality are under consideration.

It is most vital that architects take the lead in the proposed postwar and public improvement programs for they are well qualified to assist in the direction of civic affairs wherein problems of planning and design must be considered.

This committee feels that present indications point to many future important conferences and relations between the architects and the state and city governmental bodies. These contacts should lend considerable importance to the duties of the future members of the Committee on Civic Affairs.

PUBLIC INFORMATION

Talmage C. Hughes, Chairman

Public information has gone to war, with the architects of our nation. Their part in the war effort has not been a small one. Their part in the program of post-war reconstruction will be equally impressive.

Even with the drastic reduction of paper, we have repeatedly been able to obtain front page position, with eight-column headings in the Real Estate Sections of the Detroit Sunday papers, for which our appreciation is expressed to Ernie Baumgarth of the Detroit News, Colonel Burdick of the

Free Press and Pat Dennis of the Times. Suren Pilafian, A. I. A., has done well in publicizing activities of the Architects Civic Design Group, the organization that is doing such a fine job of studying city planning possibilities for Detroit, under the direction of Mr. Eliel Saarinen.

The good producers have gone to war also, and their advertising has not only stressed this fact but, in many cases has extended the right hand of fellowship to the architectural profession by stressing to the public the importance of planning now for post-war construction, in order to assure re-employment. In some instances your committee has cooperated with advertising agencies in planning such campaigns and in the preparation of booklets on the value of architects' services. It is significant that the response to such advertisements has been amazing, to the extent that they so far exceeded expectations as to become a real problem to deal with.

It is encouraging to note an increasing interest on the part of architects in matters of public information. They are learning the difference between self-laudatory publicity and the informational type of news of interest to the public. This is as it should be and such items that are newsworthy should not be kept a secret.

COMMITTEE ON COMMITTEES

Talmage C. Hughes, Chairman

This committee, appointed by President Thornton on November 17, 1943, is representative of The Michigan Society of Architects and the Detroit and Grand Rapids Chapters of The American Institute of Architects.

Under date of December 15, 1943, your committee submitted a progress report, as follows:

Now that the architectural organizations of Michigan are nearing unification, it has seemed desirable to review the matter of committees of the Detroit and Grand Rapids Chapters and of the Michigan Society of Architects.

Accordingly, John C. Thornton, Society president, requested the two chapters to meet with Talmage C. Hughes, his appointee. Harry L. Mead represents the Grand Rapids Chapter and Joseph W. Leinweber the Detroit Chapter.

The Committee and Mr. Thornton met on December 14 and considered the existing committees of the three organizations, which are as follows:

M.S.A.—Legislative, Education, Professional Practice, Civic Affairs, Public Works, Public Information, Building Industry Relations, Membership, Michigan Architecture, Small House, Allied Arts, Editorial Policy, Honorary Membership, Convention, Auditing, Postwar Reconstruction, Practice Education, Public Relations, Unification.

DETROIT CHAPTER — Education, Practice and Registration, Public Information, Construction Relations, Membership, Allied Arts, Postwar Planning,

Public Relations, Civic Design, Unification, Schedule of Charges, Housing, Architectural Clinic, Lecture and Program, Competitions and Exhibitions, Chapter History.

GRAND RAPIDS CHAPTER—Practice and Registration, Public Information, Construction Relations, Membership, Allied Arts, Postwar Planning, Public Relations, Civic Design, Civilian Defense Unification.

The Society by-laws simply state that committees may be appointed, and leave the details to the president and the Board. Chapter by-laws name certain committees and their duties which provisions are made mandatory by the Institute. The Committee, therefore, believes that the list of Chapter committees, and their duties, should be used as a basis, and that those of the Society should be made to conform. It further feels that, in the interest of simplification, some committees with similar duties should be combined. Most outstanding of this is the Committee on Civic Design. We believe that to this committee should be added civic affairs, public works, public relations, and civic defense.

Our recommendations are that the two chapters and the Society conform to the following list of standing committees and their duties:

MEMBERSHIP—To foster growth in membership.

COMMENT—When all of the local divisions of The Society shall have been replaced by Chapters of the Institute the matter of membership will be automatically taken care of through the Chapters, thus the only duties of an M.S.A. Membership Committee would be with regard to architects of other states who are registered in Michigan."

It is possible also that when that time has arrived all of the work done by the several committees will have been taken over by the committees of the A.I.A. Chapters and then any of the regular committees of the M.S.A. would be only a duplication of the A.I.A. and thus serve no useful purpose, unless it might be only as "go-betweens" for the chapter committees, in order that their actions might be unified, all over the state.—Harry L. Mead.

PROFESSIONAL PRACTICE — To consider all matters pertaining to the ethics of professional practice within the Chapter (or Society), to promote better relations between principals and draftsmen, to promote a higher standard of professional practice with respect to improvement of drawings, specifications and other documents, standardization of methods of cost accounting, and to improve building and safety codes.

RELATIONS WITH THE BUILDING INDUSTRY—To foster a co-operative relationship between architects and the contractors, the producers and dealers in building materials and equipment, draftsmen employed by them, the labor that constructs buildings, and other structures, and the persons and institutions furnishing money therefor, in or-

der to promote and maintain efficient and economical building operations.

CIVIC DESIGN—(Combining civic affairs, public works, public relations, Civic defense)—To foster and encourage better city and regional planning, site planning and low-priced housing, to formulate plans for beautification of the communities and roadsides within the territory of the organization, and to co-operate with public and other agencies having such matters in charge.

PUBLIC RELATIONS—To promote the usefulness of the organization in the various governmental bureaus and agencies having charge of the planning and designing of public buildings and monuments and their environs; to promote the employment of architects in private practice to plan and design such public works to cooperate with the committee on the practice of architecture and with the legislative committee on the state association member of this state to forward state-wide and local legislation that will promote the welfare of the profession and the construction industry and the public health and welfare, particularly as relating to buildings and the areas about them.

EDUCATION—To cooperate with the Institute Committee on Education and on Registration and with the state board of architectural examiners to promote higher aesthetics, scientific and practical qualifications of those engaged or about to engage in the profession within the organization's territory, to formulate plans whereby the public appreciation of the arts of design will be enhanced, and to maintain effective contacts with schools of architecture within the territory of the organization.

PUBLIC INFORMATION—To cooperate with similar committees of the Institute and, in conformity with its program, to formulate the general publicity programs, prepare matter for the press, and develop methods of promulgating such publicity.

ALLIED ARTS (Combining competitions and exhibitions)—To foster and promote an ever closer relationship among architects and sculptors, painters, and others practicing the arts of design allied with architecture.

The matter of special committees is a local one, at the discretion of the presidents and boards, but we would discourage continuance after their purposes have been served. A special committee on Postwar Reconstruction and on Unification are desirable for all of the organizations. Other special committees for the state society might well include Michigan Architecture, Legislative, Editorial Policy, and Convention. Honorary Membership should be taken care of by the boards. There would seem to be no further need for a Small House Committee. This and Housing are covered in Public Relations.

The Detroit Chapter Committee on Schedule of Charges could be discontinued, to be resumed only if need arises. Architectural Clinic is a special Detroit Chapter committee, the need for which should be determined by the

Board. It might well be included under Education. Lecture and Program is a special committee, local to the chapters, not needed by the Society. Competitions and Exhibitions committee might be included under Allied Arts, except as the need arises for special assignments. Chapter History is a special committee for the Detroit Chapter.

The foregoing program report was subsequently approved by the Boards of the three organizations but referred back to the committee for further report as to statement of duties of special committees. In answer to this your committee submits the following:

UNIFICATION—The only future duties of the Unification Committee would be to see that the action to be taken in the future by the Michigan Chapters and by the Divisions of the Society conform with the Unification Program of the Institute as adopted by the Institute Board on November 30, 1943 and published in the Octagon for December, 1943. Incidentally, since the Unification Program adopted by the Institute is practically a hundred per cent endorsement of the Michigan program, it seems to me that it might be a good idea for you to reprint the Unification article from the December Octagon.—Kenneth C. Black.

Schedule of Charges:

A Stand-by Committee, to co-operate with similar national or local committees, when desirable. Frederick A. Fairbrother, chairman of this committee for the Detroit Chapter, states that it might logically be combined with the committee on Practice.

Housing and Small House:

Recommend combining with Public Relations.

Architectural Clinic:

A Detroit Chapter Committee, for the purpose of conducting a clinic at the University of Michigan, to afford the architectural students some practical experience in the small house field, under the guidance of the faculty.

This committee might well be combined with that on Education.

Competitions and Exhibitions:

For the purpose of advising on and arranging for architectural competitions and exhibitions. (Recommend adding Allied Arts.)

CHAPTER HISTORY—To write a comprehensive record of what the Michigan and Detroit Chapters have accomplished, and other essential related matters. To such a history additions should be made from time to time while the organization's activities are still fresh in mind.

Comment—Early data are not yet complete but what is at hand is held by Mr. Marcus Burrowes, chairman. The historical file once established might include pictures of early and contemporary architects, biographical sketches and lists of their characteristic work. The Chicago Architectural Club had excellent painted portraits of some of its members which were recently presented to the Art Institute of Chicago.—Emil Lorch.

CONSOLIDATION OF STATE BOARDS—To represent the Society when legislation is proposed which, through the kind of consolidation contemplated, is contrary to the interests of the public and of the architectural profession.

Comment—The committee will cooperate with other professional groups or work alone as circumstances may make desirable. The State's 1942 suggested program brought this committee into being, APELSCOR appointing a special committee of which Prof. Lorch was chairman, Kenneth Black representing the group in Lansing. Data and opinions were secured from states having any form of centralized administration of registration laws and APELSCOR'S opinion conveyed to the office of Gov. Kelly.

Liaison Officer with Producers' Council and Counselor to Engineering Society of Detroit:

Duties are to represent the Architectural Organizations in their contacts with the Organizations of Producers and Engineers, to arrange joint meetings and other means of fostering closer cooperation with them.

MICHIGAN ARCHITECTURE (As in the case of the A.I.A. Committee on Preservation of Historic Buildings)—To foster the preservation of Michigan buildings of historical and architectural significance, also to record Michigan's architectural development in general and those contributing to it. Each city should have a collection of photographs illustrating its architecture in detail, thus giving the architect a place in the permanent records held by libraries and other institutions.

Comment—The architect has no place in history as presented in the old country histories, he is the forgotten man in that field. An effort to work through a number of sub-committees was not fruitful owing to unusual economic and other (particularly war) conditions. Local groups must of necessity do most of the work. In Detroit a layman, wrote AN HISTORICAL SKETCH which, though incomplete, is a good start. He was helped by Mr. G. D. Mason and the Chairman and others, and assembled a goodly number of pictures some of which were especially taken. Various degrees of cooperation have been given in connection with the following:

Establishing ARCHIVES FOR ORIGINAL ARCHITECTURAL DRAWINGS at the Art Institute: Restoration of BUILDINGS ON MACKINAC ISLAND; visits and correspondence.

Preservation of OFFICERS' BUILDING, DEARBORN ARSENAL, Dearborn; resolutions to officials, press, etc.

The MICHIGAN CENTENNIAL HISTORY, Vol. II, and the MICHIGAN GUIDE both contain short historical sketches of Michigan architecture by the chairman. There has been correspondence with individuals and groups occasionally and this, like other effort, will vary with circumstances and special occasion.—Emil Lorch.

Editorial Policy:

To consider the editorial content of the organization's publications, to establish editorial policies and to advise the editor.

Convention:

A special committee to work under the direction of the Society's Board in arranging details for its annual convention.

Honorary Membership:

To be handled by the Board.

Legislation:

It shall be the duty of this Committee to forward state-wide and local legislation that will promote the welfare of the profession and the Construction industry and the public health and welfare, particularly as relating to buildings and areas about them; to cooperate with officers and committees of the Institute in securing desired Federal Laws. Postwar Reconstruction:

It shall be the duty of this committee to promote the usefulness of the profession and this organization to the various governmental bureaus and agencies having charge of the planning and designing of public building and monuments and their environs; to promote the employment of architects in private practice to plan and design such public works; to foster and encourage better city and regional planning and low-priced housing, to formulate plans for beautifying the communities and roadsides within the territory of this organization, and to cooperate with public and other agencies having such matters in charge.

Practice Education:

To prepare and disseminate to the members of this organization a series of articles dealing with standards of practice, in order that they may be better informed on ethical matters and their relations with their clients, the public and with each other. (Recommend combining with Education Committee).

EXECUTIVE SECRETARY, WEEKLY BULLETIN

Talmage C. Hughes

The Weekly Bulletin, under present conditions, is not all that we would like it to be, but we offer no alibis. We have other ideas for the postwar period. Your executive secretary has endeavored to serve the board in carrying out the policies of the Society, in matters of unification, membership, programs, etc. A.I.A. membership shows a remarkable growth:

DETROIT CHAPTER

| | |
|-------------------------------------------------------|-----|
| Fellows | 4 |
| Honorary | 2 |
| Emeritus | 1 |
| Corporate | 325 |
| Applications in Washington..... | 42 |
| | 374 |
| Junior Associates | 24 |
| Other applications pending | 28 |
| Grand Rapids Chapter | 44 |
| Twenty-two of 25 former members have been reinstated. | |

ARCHITECTS — BUILDERS' AND TRADERS' GOLF COMMITTEE

William F. Seeley, Chairman

Gentlemen: It is with pleasure and satisfaction that I present to you today the Sixteenth Annual Report of the Golf Chairman of the Builders' & Traders' Exchange.

There was a great deal of doubt in your minds and mine a year ago as to whether or not the golf outings could be held at all—and when the rains fell and the floods came we were in a pretty bad way.

But it was discovered by many that folks like us needed recreation; that there must be an outlet, a means of escape as it were, and so to our amazement we succeeded in having some very pleasant outings and a lot of happy reunions.

The first outing was scheduled to be held on May 18th at Birmingham Golf Club, but from the time it became warm enough to rain last spring until this outing was scheduled, it had rained all or part of fifteen days and some 25" of water had fallen; so with six bridges out at Birmingham and the grounds more fit for a yacht race than for a golf game, we or they washed this one out—and, fellows, this was the only one that was not played during the sixteen years that I have had the pleasure of being your chairman.

A friend of mine once told me that he had never missed a meal—he just postponed a few—so maybe we can make this one up sometime by playing a double header—two a month or something.

Second: TUESDAY, JUNE 15—PLUM HOLLOW GOLF CLUB—WEATHER, FAIR AND HOT, until 5:10 p. m. and then a heavy dew fell until 5:40 after which play was resumed. 74 played golf and 102 had dinner.

Third: TUESDAY, JULY 20—BIRMINGHAM GOLF CLUB—WEATHER, FAIR AND WARM, a most perfect day. 92 played golf and 102 had dinner. Dinner was served buffet style with baked ham and all the fixings. Swell food and everyone had plenty.

Fourth: TUESDAY, AUGUST 17—ORCHARD LAKE COUNTRY CLUB—WEATHER, CLOUDY AND COOL. A very delightful day to play after the preceding days of heat. 85 played golf and 107 had dinner. This dinner was served at the tables and consisted of soup, one half roasted spring chicken, salad, rolls, ice cream and coffee. A fine meal indeed.

Fifth: TUESDAY, SEPTEMBER 9—WESTERN GOLF AND COUNTRY CLUB—WEATHER, PARTLY CLOUDY AND WARM. An excellent day for playing golf and 66 played while 101 were out for dinner. This dinner was served a la Buffet—baked ham, fresh peas and everything else to make a swell meal.

At this outing we were very fortunate in having twelve cases of beer donated to us by Harley & Ellington, Architects & Engineers. This donation was very opportune, for at the time there was a distinct shortage of beer; the club through its dealer could not get any, and it would have been a dry gang without it. So thanks to Harley & Ellington again.

We were also favored with two special prizes of \$5.00 each, presented by our worthy President, Mr. Ted Ameel. The winners were determined by drawing from the big cup in which all names were placed, including those who came for dinner only.

Sixth and final outing: TUESDAY, OCTOBER 12—BIRMINGHAM GOLF CLUB—WEATHER, FAIR AND WARM. Temperature 80 degrees. This sure was a swell day for so late in the season and 70 took advantage of it by playing and 133 filled their plates with roast beef and all the other good things that Ray Forsythe, President of the Club and Member of the Exchange, had prepared for us.

This day was designated as Past Presidents' Day and was the occasion, as well as our custom, on which we celebrated the 72nd anniversary of the birthday of our beloved twice past president, Jess Stoddard. Jess responded as usual before the dinner by having the big punch bowl filled at least twice, and after dinner with words of cheer and thankfulness for the fine turnout, as only Jess can do.

We were honored also by having the following past presidents with us; all of whom responded with short speeches when presented: Al Beever, Carl Barton, Doc Candler, Bert Haberkorn, Ed. Harrigan, Vern Taylor and Harry Wunderlich.

We also had present a goodly number of present and past directors, and the following named architects, Claire Ditchy, Tony Dohmen, Ray Giffels, Bert Giffels, George Haas, Alvin Harley and Lt. Comm. Bill Palmer of the C.B's.

Special prizes were given as listed below, and we again desire to express our appreciation for these gifts.

J. D. Candler Roofing Company (Dr. Candler), \$5.00 in cash.

Concrete Steel Fireproofing Company (Vern Taylor), two \$5.00 checks.

Huron Portland Cement Company (Tom Murray), \$5.00 in War Savings Stamps.

Taylor & Gaskin (Merv. Gaskin), two \$5.00 checks.

The Rayl Company (B. H. Ackles), 1/2 dozen adjustable steel squares and 1 dozen packages of hack saw blades.

Speaking of the Rayl Company I want to remind you that during the season our friend, Ackles, gave us 1/2 dozen golf balls and a number of hammers and other useful tools.

CUP WINNERS: Those who won the big cup were: Monroe Aird, A. K. Wheaton, F. E. Storch, B. H. Ackles and D. J. McKee, in the order named.

VITAL STATISTICS:

386 played golf (average 77).

546 had dinner (average 109).

These figures show that our average for golf this season was one over last year, and believe it or not, the average for dinner was sixteen over that of 1942, which means that we only needed fourteen more for these five dinners to equal the 560 we had out for six dinners in 1942, which we believe is a very fine testimonial for the popularity of these dinners and the meetings which follow.

As mentioned, 133 was tops for this season's attendance, yet spread over the five outings 274 different men made their appearance, of which 187 played golf and 87 were out for dinner only.

PERFECT ATTENDANCE: The following were present at all of the outings: Monroe Aird, Ted Anderson, C. K. Chapman, Larry Hume, H. J. Jamieson, John Kinsella, Walter Pratt, Wm. F. Seeley, Jess Stoddard, Ed. Schuster, H. G. St. Clair, and Frank Storck.

Total cash received was \$2,174.04. Paid for green fees, dinners, 66 regular prize certificates, 6 1/2 dozen golf balls, miscellaneous expenses comprising fees to locker room boys, waitresses, etc., and for Goodfellow Newspaper (5.00) was the sum of \$2,169.40, leaving a net balance of \$4.64. There is a cash balance of \$30.95 on hand to cover some certificates which are still outstanding, and if not cashed will form a nucleus to start the coming season.

HONOR ROLL: We are very sorry that we are unable to record the number of men who are in the various armed services. We have tried to get this information, but there seemed no way to make a definite check. But we do at this time and on your behalf extend to them, whoever they are and wherever they may be, our best wishes for their safe and speedy return home.

In conclusion we wish to express our deep appreciation to Ted Ameel, our President, for his faithful attendance and untiring support, to Ed. Brunner, our Secretary for his capable handling of all of the many problems which have confronted our organization and for his strong backing of all our efforts; to all of the present and past directors and other officers who have lent encouragement by their presence at one or more of the outings; to Miss Wilma Page for her faithful and painstaking care of the records and for her patience at the tees in handling such a non-de-script gang of golfers, to Miss Jane Cooper and Miss Cora Martin for their work in connection with getting notices and certificates to you and finally to all of you fellows who, when all is said and done are the ones who make these outings possible.

WHAT OF 1944? Well, we are already on the way—where we will end up no one knows. If golf this year is possible and desirable, we will make every effort to provide the means for your enjoyment of it.

We do know only one thing that is sure, and that is we have got to WIN THIS WAR!

Again, allow me to assure you that it has been a grand privilege and a great pleasure to serve you as your Golf Chairman during this Sixteenth Consecutive Year. Thank you.

ARCHITECTS CIVIC DESIGN GROUP— DETROIT METROPOLITAN AREA

Report of Progress to February 29, 1944
By Suren Pilafian

The February meeting of the Architects Civic Design Group (Detroit Metropolitan Area), was held on the 28th at the Cranbrook Academy of Art.

This group of more than fifty Detroit architects has been organized under the sponsorship of both the Michigan Society of Architects and the Detroit Chapter of the American Institute of Architects, and is collaborating with the Cranbrook Academy of Art (Eliel Saarinen, president), in the voluntary preparation of

a series of suggestions for the physical redevelopment of the Detroit Metropolitan Area. While each of these suggestions is being developed independently by one or a team of members of the group, a system of coordination has been worked out whereby the completed individual projects will be knitted together into a homogeneous proposal for the entire Metropolitan Area. This has been done by dividing this area into about twenty smaller areas separated by thoroughfares acting as greenbelts. The coordination of these studies has been undertaken by Saarinen, who is not only preparing the overall maps and analyses which form the basis of and explain the individual projects, but also is directing the development of these projects to assure their conformity to a general approach common to the entire series. All proposals are being developed for presumable execution by 1990.

At the opening of last week's meeting Buford L. Pickens (secretary and vice-chairman of the group), who conducted the meeting, asked Saarinen to explain to the group his conception of how the work should be presented to the public on its completion. Saarinen expressed the opinion that the group would do well to emphasize the educational purpose of its program. He said:

"We must educate the citizen into thinking of city planning as a subject intimately affecting himself and his family. Real city planning is distinct from practical planning, as it is commonly understood, in which the emphasis is placed on such details as thoroughfares and civic centers. If speedways and double decked roads are to be accepted as palliations of our urban ills, I'd like to suggest a quadruple decker as a solution for all our troubles. But movement about a city is only one of the aspects of city planning. More important is the question of accommodating the individual citizen's family life and his work in the city."

In describing the nature of the preliminary explanatory material which will accompany the work of the group, Saarinen reviewed the population anal-



Pilafian

yses which J. Davidson Stephen had made under his direction, of the Detroit Sphere of Influence, and his studies for the ultimate general distribution of communities and the general character of existing and proposed industrial developments throughout the area. These, he explained, were based, necessarily on logical guesses and the exercise of judgment, not on a scientific analysis of cold figures. These studies determine the scope of the human material which the group should accommodate in its projects.

The preliminary explanation will then be followed, in the final presentation, with the individual projects of the members.

"Thus the whole plan will be dissected into pieces and each piece magnified in turn to show its details. This dissection process can proceed successively until we reach the most detailed part of the presentation, which may be a model of a single neighborhood or a small group of neighborhoods.

"At first glance the result may resemble an overambitious project. But if you consider the vast extent of Detroit's transformation over the past forty-six years, what we will be proposing for development over the succeeding forty-six years will not seem ambitious at all.

"To demonstrate still further the practicability of our proposals, we should show how each of them can be executed in a series of stages say at ten year intervals."

Saarinen also warned that the work of the group should not be considered as being in competition with that of the Detroit City Plan Commission. Rather, the group should assume the position of helping and advising that agency. In assisting the citizens to appreciate better the work of the City Plan Commission and in publicizing ideas which may stimulate it in its work, the group will not be working at cross purposes with any official agency.

To carry out the idea of "Planning for the People of Detroit," each of the group's projects is being analyzed to determine its needs on the basis of the family requirements of its inhabitants. Thus the grade school and the local play area would be the nucleus of the smallest unit, or neighborhood, consisting of about 1,000 families, or 4,000

people. The high school and secondary parks would articulate, in the same way, a community of such neighborhoods totalling about 8,000 families or 32,000 people. A further grouping of communities might be made within areas bounded by the principal thoroughfares in the city, the size of these large groupings varying as a result of the different sizes and shapes of such areas. These in turn would be integrated with the principal centers of employment. In this way the citizen's two primary needs would be taken care of—ideal living conditions for himself and his family, and convenient access to his place of work.

Following this discussion of the final presentation of the projects the meeting was devoted to a consideration of the studies prepared by three of the member teams in the group.

The area bounded by Eight Mile Road on the north, Woodward on the east, Davison on the south and James Couzens highway on the west was the first of these to be considered. This area had been undertaken by Eberle M. Smith, Jonathan A. Taylor, Louis G. Redstone, and Donald F. White. Each of these architects had developed a different basic scheme independently of each other and all four schemes were presented for comparison. In accordance with the overall studies made by Saarinen it was assumed that the present population of 124,000 in this area will be reduced to about 96,000 in 1990. This meant that 28 grade schools and three high schools would be required. Accordingly the expected population was grouped into 28 neighborhoods, each of which would be planned around a grade school as a nucleus. These neighborhoods were further grouped into three communities, each served by a high school.

In each of the four schemes certain existing developments, such as the University of Detroit, Marygrove College and Palmer Park, were preserved and space allowed for their expansion. But the manner in which the latter was done differed in each case, as did the division of the area into its component communities. To determine which of the four schemes deserved further development, certain questions required answers. Should either Six Mile Road or Livernois be preserved as secondary through streets cutting across the area? Should a large central park be pro-

vided for the three communities or a separate smaller one for each? How much of the area in the vicinity of the railroad tracks and Davison Highway should be reserved for light industries? Should high density living units (apartment houses), be planned along the periphery in order to take advantage of the open areas that will be needed to separate this from adjoining areas, and to permit lower densities in the interior of the area, or should the population of the entire area be reduced to a more ideal density than 96,000 people seem to permit? The team expects to study such questions, some of which are related to problems affecting adjoining areas, before determining their basic scheme.

A team of employees in Smith, Hinchman and Grylls office, consisting of Edgar D. Giberson, George Andrews, Helen Fassett, George F. Helmuth, Leo S. Hosman, Joseph W. Leinweber, Martin Kermacy, Grant Mounteer, Ibsen Pivatelli, H. O. Strauss, Alex Gow and Bruce Church reported on the progress of their studies of the inner Boulevard Area. The team presented a scheme for the distribution of neighborhoods and communities within the area bounded by Hastings, Harper-McGraw, East Grand Boulevard and the river. This area has a population of about 180,000 at present, but in 1990 it is assumed to house 108,000. A higher population density will be provided for in the southern portion of this area, since it is assumed that many white collar workers employed in the downtown business centers will prefer to live close in and therefore apartments would be more appropriate for them than private dwellings. Here again such questions as the disposition of the two railroad lines existing within the area and the nature of development along the river would require integration with the adjoining areas and would influence the choice of a particular scheme for development.

For the Boulevard Area west of Woodward the team showed the group some studies in which it had experimented with various ideas for the distribution of traffic arteries for the purpose of radically relieving congestion.

Leslie Lowery, Wei Foo Chun, Philip Chu and Robb Kremer presented their studies of the area bounded by East Grand Boulevard, Harper-McGraw, East Outer Drive and the river. According to Saarinen's overall plan, this area would include the bulk of one of the four large centers of industrial employment which would be distributed throughout the city. This one corresponds to the present Connors Creek development. Hence the population would consist largely of industrial employees and the communities would be planned to provide easy access to the places of employment. Planned for a population of 116,000, the residential portion of this area consists of a U-shaped plot whose division into appropriately sized communities presented

quite a problem to its authors. While the number of inhabitants would require three high schools, the shape of the area made a division into four communities more desirable than three, therefore four high schools were indicated—an example of the kind of liberties which often have to be taken with the application of formulas.

In this area the principal open questions are the location of the area's shopping center and the appropriate development along the river—both depending on developments in adjoining areas.

Pickens announced at the meeting that the executive committee of the group had received several requests for the release of some of the work of the group in graphic form for publication before the completion of the entire program of the group. The committee and Saarinen had considered the question carefully and had concluded that while they are very anxious to avail themselves of every opportunity for informing the public of what the group was doing, in line with the educational nature of the group's objective, the highly integrated character of the series of projects prevents the development of any one of them in an adequately presentable form before the entire series has been crystallized.

Branson V. Gamber, chairman of the group, introduced to the members a delegation of architects representing the Windsor chapter of the Royal Architectural Institute of Canada, which has undertaken a civic design program for Windsor. The delegation, including John P. Thomson and David J. Cameron expressed its keen interest in the work of the group and its hope that the Windsor architects program could be correlated in some way with the group's program.

Richard B. Fernbach, representing the Detroit City Planner, was present at the meeting and contributed helpfully to the discussions.

REPORT OF COMMITTEE ON COMPETITIONS

Editor's Note: This gem was submitted by Alex Donaldson a few years ago.

The Competitions Committee of the Detroit Chapter of the American Institute of Architects, composed of Mr. George D. Mason, Mr. R. P. Raseman, and your humble servant were appointed by the present administration, just 364 days ago.

Any committee which properly carries out what has been assigned to it, should function without friction or irritation to the officers and directors of its organization. So far, this committee feels it has been successful.

But there are certain difficulties to be met which we feel our members should realize. The most important of these is the matter of time. After all, there is so little time that can be given to such a task.

For example, we have had just 364

days in which to carry out the tasks we were called upon to perform. Of these 364 days, 52 are Sundays; this leaves only 312 days.

Figuring on an eight-hour working day, this eliminates 16 hours per day or 208 days leaving only 104 days.

As you all know, there is a lull in the activities of our Chapter during the three summer months; this removes at least 90 more days from our slender total of 104, leaving only 14 days.

The members of your committee felt that they owed their health and welfare at least two weeks vacation and, thus, the 14 days are wiped out, but—and this is a large but—during the time left to devote to their tasks this committee was called upon to perform, they have successfully, quietly and efficiently carried out everything they had to do for the best interests of the members of our Chapter.

Seriously, we do feel that the officers of the Chapter have done a fine job for the past year and deserve the heartiest congratulations and support of every member.

Respectfully submitted,
A. G. DONALDSON,
Chairman.

APELSCOR REPRESENTATIVE

Kenneth C. Black

During the past year the A.P.E.L.S.C. O.R. Committee has concerned itself with keeping abreast of the suggestions that have been made for consolidation of state licensing boards, and to the streamlining of examinations for registration.

In connection with the proposed consolidation of state boards, Dr. Robert S. Ford, Business Administrator in Governor Kelly's office, has informed representatives of the committee that several plans for consolidation are being considered, but that no specific plan has as yet been decided upon. When such a plan is announced, the committee will actively support it, if it is favorable to the profession, and will actively oppose it if it is unfavorable.

In the matter of streamlining examinations, the engineers have made considerable progress and the architectural phases of the problem are being worked upon.

Although some discussion of further revisions in the registration law has taken place, no definite action has resulted because it did not seem that the last session of the legislature was the proper time for the introduction of legislation of this nature.

FINANCE AND AUDITING

Robert B. Frantz, Chairman

The Auditing Committee of the Michigan Society of Architects examined the books of the Treasurer, Lawrence Caldwell, Friday afternoon, February 18, 1944, found them correct as of date December 31, 1943, and so reported to John C. Thornton, President.

PROFESSIONAL PRACTICE

Leo M. Bauer, Chairman

In these days we see the completion of the construction program for National Defense. Cut-backs and restriction of production tend to force the circumstance of postwar planning. Postwar planning has perhaps been over-publicized, and it may be that it is a trend rather than a fact. It would seem that the profession must reconstitute itself in that era which follows World War II. We may term it postwar planning for the architectural profession.

There remains little doubt in the minds of men that our mode of living, our habits and the economics of life will change greatly with the war's end. During the past several years we have seen so much of Government planning, regulations and restrictions, so much so that we begin to doubt whether or not these will be relaxed in great measure. As a matter of fact the trend is present in the Congress of the United States, which has under consideration at the moment Senate Bill No. 1161 and H. R. 2861, which is a bill that would actually control and regulate the practice of medicine. This bill is being opposed with not too much vigor by the American Medical Association, and it remains to be seen if it becomes a law. If it does, then perhaps we may expect that a beginning has been made in the control of the professional classes of this Nation.

We are well aware of the magnificent achievement of the construction industry which through Architects, Engineers, Contractors, Sub-Contractors, Material Suppliers, etc., have created the greatest wartime building program ever known. It could be that the Nation's industrial plant has been over-expanded or at least built to suffice for many years to come. This program has brought about the development of huge organizations in the professions and the construction industry. With the completion of wartime construction it must be anticipated that these large organizations will either be drastically reduced in personnel or perhaps some may cease operations entirely. It may be expected that with the reduction or disintegration of these organizations we shall return to more the individual type. In addition, Members of the Armed Forces being again released to civil life may find it at times difficult to secure employment and therefore may become self-employed. It is well to make the point that during several years hence the professional fields of architecture and engineering will be increased through more practitioners and thus of necessity become more competitive.

The past several years have brought home to the profession the increased cost experienced in maintaining a practice. In fact, with a greatly reduced number of commissions some offices have found it difficult to survive. As a consequence individual practitioners have been engaged in key positions by large industrial corporations. Not the least number are located with building organizations, who also furnish complete architectural and engineering services in competition with the private practitioner. It is known that members of some of these organizations operate in violation of provisions of the Registration Act. The problem is one of the

most serious confronting the profession, and is difficult of solution. Upon the conclusion of the war these men may again re-establish their individual practices, or maintain their present status.

The foregoing statements have been made to again bring attention to the fact that man possesses the inalienable right to live and work by the sweat of his brow. How he does so is not of much concern to his fellow men. Nevertheless the professions have never had the stability of most businesses because of the wide fluctuations in construction eras. It is a well known fact that in times of depression the Architect or Engineer is first effected, and likewise is the last to gain in times of prosperity. The economic status of these professions require careful scrutiny and planning. The ideal situation would be that professional men throughout the land could have one thought; the rendering of the best possible service for proper and adequate compensation.

It would be an honorable achievement if each individual Architect or Engineer could police his own practice in all its phases rather than to charge the professional societies with that responsibility. Human nature being what it is makes it most difficult of accomplishment. Because of this condition standard of professional conduct and canons of ethics are necessary as a guide. It is unfortunate that numbers of our prominent practitioners violate accepted standards to the detriment of the whole. In the postwar situation, it should be the endeavor of the professional societies to enforce rules of professional conduct. Everything should be done that can be to incorporate into the Registration Act through amendments to it, some yardstick which would measure more definitely the Architect and the Engineer on the basis of his experience and qualifications. Such it would seem would "safeguard life, health and property" in greatest measure, as set forth in the provisions of the Act.

With unification being effected by the American Institute of Architects, the Michigan Society of Architects will very soon retire as a professional organization for Architects of this State. Within the past year there has been some evidence of unprofessional conduct on the part of our members, but it has not been brought to the attention of the Committee. These matters have been referred to the Detroit Chapter of the American Institute of Architects.

PREFABRICATION OF PARTS

Prefabrication of building parts will play a steadily greater role in the construction of housing and other structures after the war, resulting in speedier, better, and more economical construction, according to a statement made before the National Conference on Postwar Housing at the Drake Hotel recently by Tyler S. Rogers of Owens-Corning Fiberglas Corp., chairman of the postwar technical committee of The Producers' Council.

"Among the developments which logically can be expected following the war are the pre-fitting and pre-assembling of doors and frames, the prefabrication of sub-roofing and roof decking, and the prefabrication of flooring in larger units than have been generally available heretofore," Rogers stated.

"In addition, there is likely to be greater integration of bathroom and kitchen units. It also is perfectly feasible to combine a bathtub, lavatory, and closet in a single unit, if anyone wants such a combination. This is strictly a matter of popular demand, rather than engineering, with the result that many such developments are likely to be slow in gaining popular acceptance.

"We also can expect to see the pre-assembly of piping that goes into the walls of homes, and there probably will be further progress in the prefabrication of interior partitions, installed on a movable basis, together with new developments in the prefabrication of built-in furniture of all types. China cabinets and similar units, of course, are already available for building into the new home but perhaps we also shall see the time when sofas, sideboards, tables, and other articles of furniture become a part of the home.

"One of the greatest needs of the postwar home will be for more storage space, so that it would be logical to assume the development of prefabricated closets, which will assume the form of completely equipped and functionalized storage units.

"A valuable aid of prefabrication will be the general adoption of dimensional coordination and modular design, now under industry-wide consideration.

In the future, as in the past, the progress of prefabrication will be evolutionary, rather than revolutionary, Rogers pointed out. The first interest of the construction industry must be to create maximum employment in the transition period when general industry is retooling and reconverting to peacetime production.

Prefabrication already has made greater headway than many people realize, since the day when most of the doors, woodwork, and windows were constructed on the job, he added. "Pre-fit and pre-assembled windows have been in existence for at least 10 years. Prefabricated kitchen cabinet units, entrances, stairways, china closets, and the like have long been available on a mass production basis.

Report of the Committee on Building Industry Relations, Michigan Society of Architects

Members of the Committee for the year 1943-44 are as follows:

Harry L. Mead, Chairman; George F. Diehl, Dalton R. Wells, Raymond C. Perkins, Frank S. Carson, Clarence H. Rosa, Raymond Stapert, Ralph E. Seeger, Clarence B. Merrill.

The year just closing has been, for most of the committee members, one of strenuous effort due to activities related to the war and in which little, if any, attention could be diverted to organization or committee work. However it is felt that a record should be made of the work done during the year looking toward a better understanding of the relations of the Architect with the other component parts of the Building Industry.

Inasmuch as the former joint committee headed by Mr. George F. Diehl have held many meetings with representatives of the Detroit Chapter, A.I.A., and representative members of the construction interests there, and the problems are no different from those elsewhere in the State, it is felt that the results of their work should form a basis upon which the present committee should build in the promotion of improved relations between the several interests involved.

There not having been any outstanding controversies among those interested in the various activities of the building industry the committee has been somewhat at a loss as to what pressing questions might be taken up and discussed and it has even been suggested that a better set-up might be a permanent joint committee consisting of architects representing the owners' interest, possibly engineers, building and other contractors, and manufacturers and vendors of materials. It might also be suggested that representatives of sureties, insurance and real estate interests be included in such an over-all committee or board.

These suggestions, of course, are based upon the assumption that there would be questions and discussions raised between the several interests of the building industry which would justify the existence of such a committee. It is the observation of some however that on the whole the building industry operates with very little friction, in fact it has been stated that for its size the construction industry is in the courts in a lesser proportion than any other.

Mr. Diehl submitted a report under the title "Un-Standard General Conditions" upon which the members of the former committee have commented and which brings out the short sightedness of the general use by Architects or Engineers of individually written general conditions rather than the standard form of General Conditions of the American Institute of Architects.

The following is quoted from a committee member's comments in the former report:

"The A.I.A. form of contract is a delicately balanced document. It provides the rules under which the work is to be done. The balance of these rules is easily upset. Changes which, on casual examination, appear innocuous, may have far-reaching effects.

"As a set of rules under which the work is to be done, the Agreement and General Conditions are the best instruments devised up to this time. There is no occasion for the architect to add to, or to modify them. To do so is to risk serious impairment of their legal and practical value. In spite of this many architects add to these documents by writing additional 'general conditions' of their own authorship into their specifications. Any such writing (unless it is confined to the supplemental information referred to above), if it means anything at all, can have only the effect of changing the meaning and application of the A.I.A. contract. Few architects are expert in law, and it is incomprehensible that so many believe they can improve a document which already provides for every contingency, is clear, and is in accordance with correct legal principles. What is needed, more than anything else, is a good understanding of the A.I.A. documents as they are.

"An architect must, of course, draft his documents according to his judgment of what will best serve the legitimate interests of his client. It is well to bear in mind that unfamiliar general conditions, obscure or burdensome in their provisions, generally add to the cost of construction, and often result in differences of opinion, discussions and delays.

"The Standard General Conditions have a great value to a client because they are commonly understood and admittedly fair. His interest is best served by using them unchanged, except for those supplementary conditions that are always to be expected."

A few comments on this subject as made by members of the present committee and others might not be out of place in this report.

1. Permits, licenses, fees.

Article II of the A.I.A. General Conditions might be honestly misinterpreted by a bidder as it seems to have been written to cover generalities. It should be supplemented by a definite statement as to whether the bidder is to include the cost of building, heating, electrical, plumbing and other permits in his proposal.

1a. Royalties and Patents.

It can be argued that the wording of A.I.A. article 10 invites misunderstandings. It would be easy to say that the contractor shall pay all royalties and license fees without exception.

2. Guarantees.

It must be admitted that to use certain manufacturers' or roofers' standard guarantees without modification is a fraud and leaves without protection the very points at which trouble can be expected, namely,—at flashings and connections. It incurs no hardship to include under a guarantee all roofings, flashings and materials in connection therewith if the bidder is so advised in the specifications, at least that is the experience of some offices and has been their practice. A guarantee can, if necessary, be conditioned upon certain periodical painting by the owner.

2a. Trade following another trade.

The question raised here seems to be adequately covered by the second paragraph of A.I.A. Article 35, but it requires for its proper functioning proper action on the part of the Architect when defects have been reported to him.

3. Guarantee signed by Contractor.

It would seem that this question and the Contractor's responsibility is amply covered by A.I.A. Article 36.

4. Specifications should be exact and complete.

Enough cannot be said as to the responsibility of the Architect or Engineer to the owner (and to the Contractor as well) to perform his complete services thoroughly, honestly and well. The whole industry suffers at the hands of the careless, incompetent, indifferent or unscrupulous Architect and scandal is brought onto the whole profession of Architecture. This subject is properly emphasized by Mr. Dalton Wells' statements. Mr. Wells also justly criticizes the mad haste in which bids are most often called. Much could be said in condemnation of this practice when it takes weeks or months for those in authority to decide a question of policy after which they set a deadline upon the work of others, the limitations of which permits neither Architect nor bidder to do an honest job. An educational campaign and the moral influence of the entire construction industry should be directed against all uncalled-for short deadlines.

5. Journeyman, Jurisdictional Disputes.

Specifications should not go beyond the requirement that work should be done by mechanics properly skilled in the work which they are to do.

6. Arbitration.

A.I.A. Article 40 covers the subject of Arbitration adequately.

7. and 8. Percentages Retained on Contracts.

Statements received from representative Sureties uphold the retention of 15% on all contracts through to completion under ordinary sized jobs as being necessary to insure adequate financial backing on the part of Contractors.

Exceptions are cited by Sureties as in the case of recent abnormally large government contracts where the usual practice of retaining 15% on the entire contract price would tie up great sums

of capital but this condition is held to be temporary as is recommended only under contracts of great size.

9. 10 and 14. *Addendas and Alternates.*

All agreed that the use of long lists of addenda and alternatives is to be discouraged as leading to confusion and unnecessary work by the several bidders on a contract. The too frequent use of bulletins during bidding is indicative either of incompetence on the part of the Architect, or that proper time was not taken to prepare the specifications and drawings.

11. *Specifying both method and result.*

This can be done if the specification writer knows thoroughly his subject from practical experience otherwise he should exercise care and not involve the owner in an impossible situation.

12 and 13. *Unit prices submitted before award.*

The circumstances of a particular case should govern. There is usually no point in getting a lot of unit prices if there is no actual reason for it.

Deductions or additions are often, and legitimately, figured at different unit rates.

15. *Damages.*

The subject of damages seems adequately covered by A.I.A. Article 31 and then you have the Arbitration Clause.

16. *Termination of Contract.*

Covered by A.I.A. Articles 22 and 23. You cannot hope to prevent law suits if there is no will to abide by an agreement.

17. *Details during progress of contract.*

Covered by A.I.A. Article 3.

18. *List of Subcontractors.*

Covered by A.I.A. Article 36.

It is to be recommended that not only Architects and Engineers but also contractors and suppliers should read and re-read and thoroughly understand the A.I.A. general conditions, many questions would be answered thereby. If any substantial part of the industry should conclude that these conditions need modification the subject should be

laid before the authors of the present conditions. *Or equal clause.*

To say the most for it "or equal" in a specification is an obsolete expression and indicates on the part of its author a lack of imagination, or vocabulary or both. It has been found in specifications written by our predecessors back in the Seventies.

The expression never defines who is to be the judge or upon what basis the equality is to be determined. It invites futile argument and is often used by the unscrupulous or misguided to pawn off inferior merchandise upon the Owner especially where the Architect is weak or happens to be busy.

Strange to say even many architects and engineers otherwise of good training when in the employ of government bureaus have insisted upon the insertion of this antiquated clause in specifications hiding behind the excuse "the Government required it."

All that the committee can do is to recommend that a better way be found to say what is required.

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